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TIME-TABLE.

WEEK DAYS.
7.00 a.m., 7.10 a.m.
7.30 a.m. to 8.00 a.m. every 15 minutes
8.00 „ „ 10.00 „ „ 10 „
10.00 „ „ 11.00 „ „ 15 „
11.30 „ „ 12.30 p.m. „ 15 „
12.30 p.m. „ 2.30 „ „ 10 „
2.30 „ „ 4.00 „ „ 15 „
4.00 „ „ 8.10 „ „ 10 „

NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.00 p.m. every 30 minutes
11.15 p.m. to 11.45 p.m. every 15 minutes

SATURDAYS.
Extra Car—12 midnight.

SUNDAYS.
7.00 a.m., 7.10 a.m.
7.30 a.m. to 9.30 a.m. every 15 minutes
9.30 „ „ 11.00 „ „ 10 „
11.15 „ „ 12.00 noon „ 15 „
12.00 noon „ 1.00 p.m. „ 10 „
1.00 p.m. „ 4.00 „ „ 15 „
4.00 „ „ 8.10 „ „ 10 „

NIGHT CARS.
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TIME-TABLE.

On and after FRIDAY, SEPTEMBER 15TH, 1922, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1 Local	No. 13 Local	No. 5 Local	No. 7 Local	No. 11 Local	No. 9* Through Express	No. 15 Local	No. 17 Local	No. 3** Through Slow	No. 19 Local	No. 21 Local	No. 23 Local
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
CANTON (Tai Sha Tau) dep.				8.30 Sundays only		6.00			6.45			5.30
SHEK LUNG dep.				Sundays & Public Holidays		6.15			11.45			6.15
Sham Chun dep.	Sundays only	7.33	9.05	9.35	10.57	11.12	11.55	2.55	5.56	5.15	6.55	6.15
Shumchun dep.		7.38	9.10	9.40	10.44	—	11.57	2.58	6.14	5.18	6.13	—
Fanling dep.		7.53	9.25	9.55	10.59	—	12.12	3.13	6.29	5.33	6.17	—
Taipo Market dep.		7.58	9.30	10.00	11.04	—	12.17	3.18	6.34	5.38	6.22	—
Taipo dep.		7.67	9.34	10.04	11.08	—	12.21	3.22	6.38	5.42	6.26	—
Shatin dep.		8.00	9.47	10.17	11.21	—	12.34	3.35	6.51	5.55	6.39	—
Yuenlong dep.		8.14	9.58	10.28	11.32	—	12.45	3.46	7.02	6.06	6.50	—
KOWLOON arr.	7.17	8.21	10.05	10.35	11.39	11.50	12.52	3.53	7.09	6.13	7.05	7.35

UP TRAINS

Stations	No. 2 Local	No. 24* Local	No. 6 Through Express	No. 10 Local	No. 8 Through Slow	No. 14 Local	No. 16 Local	No. 18 Joint Sectional Local	No. 20 Local	No. 22* Through Express	No. 12 Local	No. 26 Local	No. 28 Local
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Low Ferry leaves Hongkong	6.15	8.45	7.35	8.35	8.55	10.15	1.45	1.00	5.15	4.10	5.15	5.55
KOWLOON dep.	6.51	7.10	8.07	8.56	9.15	10.55	2.05	1.20	5.35	4.34	5.37	7.03
Yuenlong dep.	6.11	7.19	—	—	9.44	10.59	2.09	1.37	—	4.48	5.47	7.20
Shatin dep.	7.08	—	—	—	9.55	11.20	2.31	1.50	—	5.05	6.03	7.33
Taipo dep.	7.17	—	—	9.06	10.03	11.29	2.39	1.55	—	5.09	6.08	7.38
Taipo Market dep.	7.22	—	—	—	10.07	11.34	2.43	1.58	—	5.13	6.07	7.39
Fanling dep.	7.33	—	—	—	10.20	11.49	2.58	2.13	—	5.28	6.17	7.51
Shumchun dep.	7.52	—	—	9.17	10.35	12.03	3.12	—	—	5.42	6.31	8.05
Sham Chun arr.	7.56	—	8.50	9.19	10.39	12.08	3.16	—	—	5.46	6.37	8.09
SHEK LUNG arr.	—	—	10.47	—	—	—	—	4.32	—	—	—	—	—
CANTON (Tai Sha Tau) arr.	—	—	12.10	—	5.04	—	—	5.45	—	—	—	—	—

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	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling ...dep.	7.45	11.30	2.20	3.9.	Shatinkok...dep.	6.30	10.15	1.05	5.00
Shatinkok ...arr.	8.40	12.25	3.15	7.15	Fanling ...arr.	7.25	11.10	2.00	5.55

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THE "SUI AN" PIRACY COMMISSION.

SECOND DAY'S PROCEEDINGS.

EVIDENCE BY CHIEF ENGINEER, POLICE INSPECTOR KENT AND INDIAN GUARDS

The second sitting of the Commission appointed to inquire into the piracy on the Hongkong, Canton and Macao Steamboat Co.'s s.s. *Sui An*, on November 19th, "and to consider whether the existing precautions against piracy are adequate and efficient," was held in the Legislative Council Chamber yesterday afternoon.

The Chairman (Mr. J. B. Wood) presided, and the other Commissioners present were: The Hon. Mr. C. Mcl. Messer, Capt. Lake and Mr. H. P. White.

Mr. W. E. L. Shenton appeared for the Hongkong, Canton and Macao Steamboat Company, Mr. E. Davidson, under the instructions of the Marine Officers' Guild, for the officers of the *Sui An*, Mr. H. K. Hung for the Compradore, and Mr. H. Lyson for Mr. Hawthorne and Mr. Mrs. and Miss Pearson.

EVIDENCE OF THE CHIEF ENGINEER.

The first witness called was—

Mr. William Stewart Cullen, Chief Engineer of the *Sui An*. He said he was in his cabin, reading, when passengers came to him and said shots were being fired. He had not heard them himself, owing to the position of his cabin, he supposed. "I thought," the witness added, "that it was 'the usual case' of suicide of a fantan loser." As soon as he stepped out of his cabin there were six armed men around him. He had taken a small revolver out of his desk but he did not use it. One pirate fired at his head and the shot went along his cheek and glanced off his temple. Another pirate fired at his legs. He went down the saloon companion-way to the engine room. The pirates at that time were all on the top deck or down below for he only saw the compradore on the second-class deck and all the passengers had apparently been sent below. He went as far as the purser's room; the grill was shut there. Making his way to the engine room he saw no pirates but as soon as he entered the engine room the pirates fired at him through the skylight and ordered him, in English, to come up on to the top deck. He went up the engine room ladder and an armed man brought him to the wheel-house and told him to stop there. He was kept a prisoner, under guard, until the morning.

The Hon. Mr. Messer: Have you ever read the Piracy Regulations?—Never seen them, nor read them.

Have you had any instructions with regard to piracy —No, I have never had any instructions.

You had no organisation that you were aware of?—Except the watchmen on board the ship.

But the officers?—No, we have never had any organisation all my time. The masters have never spoken to me about what to do in the event of emergency.

How long have you been on the ship?—Since last March, but 15½ years in the Company.

Does the Company issue from the office any instructions to the ship at all—to the master and engineer?—The master always gets any instructions from the office as he is head of the ship.

PIRACY REGULATIONS REGARDING THE ENGINE ROOM.

Have you any idea that the Piracy Regulation contemplate locking up the doors and windows of the engine room when the ship is in dangerous waters?—No, we have never had them locked, on considerations of temperature and their being the only means of entrance and exit. Otherwise, the men would have to go through the saloon, and firemen are a pretty disreputable crowd in summer when they are sweating and working hard.

In reply to Capt. Lake, the witness said they could see the lights of Hongkong in the distance during the night. They passed to the southward of Waglan. As it was a dark night and he was not a navigator he could not say if they passed near enough to Waglan for the light-house-keepers to see them. He thought it would be practically impossible for the lighthouse-keepers to see the *Sui An* as she was painted a slate grey colour.

In reply to Mr. Shenton the witness said that if the engine room doors were all bolted the heat, especially in summer, would be very trying—almost unbearable.

Mr. Shenton: Is your engine room ever searched by the police?—Not in my time. I have seen revenue officers there.

The Chairman: Is there anything in the Regulations about the police searching the engine room?

Mr. Shenton: I suppose, if you are searching for arms, you search the whole ship.

The Chairman: But there is nothing in the Regulations?

Mr. Shenton replied in the negative.

In reply to Mr. Davidson, the witness said that anyone on the upper deck could cover with a revolver the officer on duty at the starting platform.

Mr. Davidson: So once the guards in the second class are shot there is nothing to prevent the second-class passengers from surrounding the skylight?

Witness: No, and that is what the pirates were doing. They fired at me as soon as I entered.

Have you ever anticipated piracy since you have been on the *Sui An*?—No, it seems incredible that such a thing should happen on a ship carrying so many Europeans and having an armed guard. I thought it would be the last ship the pirates would have thought of tackling.

Do you think, having regard to the structure of the *Sui An*, that it would be possible to have any mechanical defences that would be adequate?—I do not think so, against such a crowd of rascals as we had on that Sunday night. It would have required a small army to have defended the ship.

You don't think it would be possible for anybody to think out any scheme of mechanical defences that would prevent such an attack?—The ship would have to be practically re-built.

THE CHINESE QUARTER MASTER.

The Chinese Second Quarter Master of the *Sui An*, then gave evidence. He escaped from the wheel-house when the pirates first took possession but was afterwards searched out and made to steer the vessel for several hours. Questioned by Capt. Lake, he said he did not think any of the "five or six pirates who gave him orders" had any knowledge of navigation. They directed him by pointing their hands and appeared to require a zig-zag course. They mentioned no places by name in relation to which they wished him to steer. Between 12 midnight and one a.m. he thought he saw a lighthouse light flashing. He did not see lights of Cheung Chau at any time and only very distant lights of Hongkong. After 1 a.m. he remembered sighting a bonfire some distance away.

THE MYSTERIOUS WOMAN PASSENGER.

Inspector Walter Kent, of the Hongkong Police, giving evidence, said that when he went on board the *Sui An* with his family at Hongkong at 8.30 a.m., he noticed a Chinese woman sitting down on the starboard side. "She was very well dressed, and something out of the ordinary. She was wearing black patent shoes, white silk stockings, a very fine serge skirt, a kind of blouse top, white under-slip; also a Japanese fox fur. To me she looked as though she was wearing corsets, which is something out of the ordinary for a Chinese woman. She was a very fine figure of a woman and I should say between 28 and 30 years of age. Shortly afterwards she was joined by a man who was dressed in a blue serge suit and a buttoned-up jacket, the collar being fastened with a stud. They conversed there for three or four minutes in what appeared to be the Waichow dialect. They got up and went to the side of the ship. They conversed there again and then went to the smoke room. I did not see them again until four o'clock in the afternoon."

The witness mentioned that the grills on both the port and starboard side of the wheelhouse were open on the outward journey. The grills aft of the smokeroom were open all the time.

The Chairman: Are you familiar with the Piracy Regulations?

The Inspector: No, I am not. I do not have anything to do with them.

Did you notice any other breach of the Piracy Regulations on the outward voyage?—I did not.

A SUSPICIOUS LOOKING MALE.

Witness went on to say that for the return voyage he went aboard at Macao shortly after three o'clock in the afternoon. He went into the saloon and had tea. Shortly after four o'clock the man and woman whom he had seen on board on the outward voyage passed from the port side to the starboard side. Half an hour later a Chinese came aboard. He was wearing blue glasses, and a very heavy overcoat which reached to his feet. Witness said it struck him as peculiar, as it was a very hot day, and he watched the man. Shortly afterwards two youths, aged about 20, joined him. They were dressed in ordinary Chinese attire with long coats. The man in the heavy overcoat spoke to them, saying 'We won't sit this side; the other side is better; and they went across to the starboard side.

Witness continued: "I was going into the saloon when the firing commenced on the aft part of the bridge deck. I went for my wife. Shortly afterward a number of passengers came in, followed by three pirates, one with an automatic pistol, another with a Colt revolver and a third with a carbine, the trigger of which he kept working backwards and forwards. They fired several shots into the floor of the saloon and eventually the man with the carbine said, in Chinese, "Keep quiet and you will not be hurt." Then at the foremost entrance of the saloon another pirate came in with a revolver and another from the starboard side without a weapon. He took up two knives from the saloon table and started to smash the crockery on the table. Later we were searched; all I lost at that time was a gold ring."

The Chairman: No resistance of any kind was made?

The Inspector: None whatever.

LIKE SARDINES IN A BOX.

Witness estimated that there were quite 40 passengers and boys in the saloon. About an hour afterwards, they were driven into the starboard alleyway where they were searched again. "We were standing in the alleyway like sardines in a box," witness said. "Then the pirates came to us again. Some were fortunate enough to get placed in cabins, but I, with my wife and family and some 14 or 15 others, were pushed in the gentleman's lavatory. There we remained until 5 o'clock in the morning. The lights were switched off and we were in total darkness. We were searched again and then taken out and put in the purser's cabin. There were others there and when we got there the number must have been about 30. We stood in the cabin with the door shut."

The Chairman: Can you say anything as to the course followed by the ship?

Inspector Kent: The glass over the window in the lavatory is frosted and it was impossible for us to see anything. I should say we were going North East. There was a North East wind blowing and waves were coming over the starboard bow.

Do you know anything of the conduct of the ship's guard?—I saw nothing of them.

Nor the ship's officers?—No.

How many pirates do you think there were altogether?—Fourteen boats left the ship. Some had four and some six passengers. We saw that from the purser's cabin.

The Chairman: The only reason you have for saying these people you mentioned earlier took part in the piracy was because they were missing afterwards?

Witness: Yes, I never saw them again.

Hon. Mr. Mcl. Messer: Was any search made of people going on board at Macao?—No.

Capt. Lake: As far as you could tell there was no organisation to resist pirates?—No, it was quite a surprise. We did not dream of such a thing. That is why the surprise was a success.

Do you think the grills are ever any protection?—They weren't as they were. I do not know if they would have been if they had been shut. There are two staircases providing access.

THE TYPE OF THE PIRATES.

You saw some of the pirates from time to time—what sort of type were they?—Of those I saw, some were youngsters. There were two men who had grey hair, two or three I should put down at about 30 years of age, and some were only about 22 and very short.

Did they give you the impression of being countrymen or townsmen?—Countrymen from their dress.

Replying to Mr. Shenton, the Inspector stated that the passengers were searched at the gate before going on the boat at Hongkong. The woman to whom he had referred was searched, although she objected.

Mr. Shenton: It is not much use searching in Hongkong if the ship is coming back with passengers from a place where there is no search? Quite useless?—Yes.

As a matter of general interest, is it not a fact that the only place along the coast where people are searched is at Hongkong?—I cannot say.

The probability is that the arms which the pirates used were brought on at Macao?—I think they were.

This man who came on with a long coat was a man on whom suspicion should have rested?—I should think so. If I had been on duty at the wharf and had seen a man coming along wearing a coat like that, I should certainly have searched him.

Hon. Mr. Mcl. Messer: Didn't the Indian guards search anyone at Macao?—I do not think so.

Mr. Shenton: Any resistance would have been futile?—Certainly.

And would only have resulted in great loss of life?—We had nothing to do anything with.

You regarded it as a complete surprise to everybody on board?—It was.

Highly organised?—It was.

At a minute's notice the ship was out of control?—In less than five minutes the ship was in the control of the pirates.

Answering further questions, the witness said there was no opportunity for organising defence. He knew that four police launches patrolled around the island at night, but knew nothing about a Customs cruiser patrol from Sam-Mun Island.

Mr. Shenton: It comes to this, that assuming all the precautions laid down by the Regulations had been carried out, they would have had no effect so far as this attack was concerned?—I would not like to say that. I do not know the structure of the ship sufficiently well, and I do not know how the engine room is placed.

Replying to Mr. Davidson, Inspector Kent said that the two grills near the wheelhouse were open when the ship left Macao.

Mr. Davidson remarked that he had been unable to find any regulation which stated that these grills were to be kept locked.

EVIDENCE OF THE SERGEANT OF THE GUARD.

The Indian Sergeant in charge of the guards on the *Sui An*, was next called. When the ship left Macao he posted the guards, two on the saloon deck and two on the middle deck. The remaining two were detailed for night duty. He was one of the four on day duty, and was on the middle deck. Guards were posted on the port and starboard sides of both decks. He was armed with a revolver and six rounds of ammunition. There were only two rifles amongst the six guards, and these were in charge of the two guards on the upper deck. All four guards had revolvers. About an hour out from Macao, when he was talking to a Portuguese passenger, he heard the report of a fire-arm.

The Chairman: At that time was the grill on the port side closed or open?—It was closed, but not locked. The starboard grill was open.

On the starboard side it was actually open?—It is now allowed to be closed.

THE FIRST SHOT.

Continuing, the witness said that the first thing he saw was a man standing up and firing a shot at the other guard on the same deck. In the excitement he could not say if the guard was hit. He drew his revolver but did not fire, because the robbers and passengers were mixed up. He shouted to his companion to make his way to the upper deck where they could see what was to be done. At the foot of the staircase, he was met by five pirates. He fired one shot at them and they fired three back. Witness drew back in order to take shelter behind some tins. Behind these tins a European lady and gentleman were sheltering. They told him not to fire any more. They said "If you fire they will reply and hit us." They also told witness to clear away as he drew the fire and they would be killed. He moved away, and on the top deck he saw the Captain lying on the deck with a pirate standing at his feet with a revolver in his hand. Witness fired one shot at the man. The bullet hit him in the back and he fell on to the deck by the Captain. Witness moved forward and came face to face with five or six pirates. He dodged behind a wooden pillar near the engine room and fired at them. Five pirates then came up behind. He ran forward and when near the smoke-room a pirate fired at him and he was hit in the left side. He became unconscious and could not remember what happened afterwards. He was unconscious for three or four hours and when he recovered three or four pirates were kicking him.

THE CAPTAIN AND THE WATCHMEN.

Hon. Mr. Messer: According to orders, four watchmen were on day duty and two on night duty. Who gave those orders?—The Captain.

Who gave the orders for two to be posted on the saloon deck?—The Captain.

Did the Captain give any instructions to you in the case of piracy?—He never gave us any instructions.

Didn't the Captain give you a weekly instruction?—No, sir.

Didn't he test your revolvers once a week?—No, sir; we cleaned them ourselves.

What kind of night duty were the night watchmen doing?—The Captain gave me instructions that we were to watch for fire on the ship, and that we were to prevent thieving from the vessel, and to prevent dangerous things being brought on the ship.

Did you get your instructions from the Police as to what duties you would do?—Yes; we did get instructions from the Police, but the Captain changed these orders into his own.

Did you report this to the Police?—No, sir, I have never made any report.

Because the *Sui An* is a very nice ship in comparison with other boats?—Not for that, although the *Sui An* is a very nice boat.

HAD NOT SEEN THE GRILL KEYS FOR NINE MONTHS.

Asked by the Hon. Mr. Messer if the grills between the second and third class passenger decks were locked, witness said that he had now been on the ship for nine months and during that time he had never seen the keys or the padlocks.

Hon. Mr. Messer: Do you think it would have been any good if the four guards had been on the bridge at the time of the piracy? Could you have put up a better fight there?—Yes, I think if we had enough ammunition we would be able to fight any number of pirates.

You were supposed to have 50 rounds of ammunition?—I cannot say.

Capt. Lake: You have never received any instructions from the Captain regarding concerted action in the event of a piracy?—No, sir.

Have you ever received any similar instructions from the Police?—Yes, we got our instructions from the Police that we were to be on duty near the Captain's room or near the grills and if any danger should arise we were to take cover and fight the best we could.

Mr. Shenton: You are ordered to the ships by the Police?—Yes.

And you are supposed to be fully instructed in your duties before you are posted to a ship?—Yes.

Are you given any printed instructions by the Police?—Yes, in some steamers there are printed instruction by the Police.

Do the Police give you these instructions?—Yes, they are given to each man and we are fully instructed in these regulations. I don't know whether the guards remember these instructions.

Have you ever had your arms and ammunition inspected by the Police?—Many police officers come and inspect them on several occasions.

On the *Sui An*?—Yes, our revolvers have been inspected once.

In how long?—I have been on the *Sui An* for nine months and my revolver has been examined once.

The Chairman: When were the arms last examined?—About two months ago.

Were any of the grills locked on this day?—All of them were open except those near the saloon; they were closed.

Further evidence was given by another Indian guard and the inquiry adjourned for the day. The Commission will meet again this afternoon.

OVERCROWDING IN HONGKONG.

PROPOSAL TO ABOLISH COCKLOFTS FOR NEW HOUSES.

MORE QUESTIONS ABOUT MOSQUITOES.

A proposal to diminish overcrowding was brought before the Sanitary Board, yesterday, by the Medical Officer of Health (Dr. W. W. Pearse) members present were: the Head of the Sanitary Dept. (Mr. G. R. Sayer), the Hon. Mr. Chow Shou Son, Mr. S. W. Tso, Dr. W. V. M. Koch, Dr. F. M. Ozorio and the Medical Officer of Health.

Dr. Pearse moved:

That the Government be asked to amend the Public Health and Buildings Ordinance to provide that mezzanine floors or cocklofts as defined in the Ordinance shall not be maintained in any floor of a domestic building other than the ground floor.

The Medical Officer of Health said that he made this proposal in order to reduce the overcrowding which was such an evil in the Colony. Members would see that the definition of mezzanine floor was a very peculiar one. Mezzanine floors and cocklofts were treated as one and the same thing and the meaning was quite different from the one given by architects to the term mezzanine floor. The mezzanine floor in the Chinese house as now built, was a kind of platform which gave the opportunity of putting in about 40 per cent. more people than there was actually room for. Taking a house 35 feet in depth, such as were being built at present, the number of people who could be accommodated without cubicles would be about 16 and a fraction, but a cockloft of 200 square feet could be erected and that would give accommodation for over six more,—that is to say 40 per cent. more than the floors themselves would accommodate.

The Building Authority, since passing this Ordinance, had made a regulation that all these cocklofts should be supported by piers from the ground surface to prevent danger of collapse, and it did not seem to him a very great expense to adapt the shape of the roof in such a way that a floor which did not come under the definition of a mezzanine floor could be erected with a proper heading and with its own light.

He did not go so far as to propose that any cocklofts already erected under the present Ordinance should be removed but in view of the fact that the town was extending and that there was room for many thousands of houses on Kowloon side, he thought the Ordinance should be altered to prevent the great over-crowding from which the Colony was suffering.

In reply to Mr. Tso, who asked whether the proposal related to Kowloon or Hongkong property, the Medical Officer of Health said the proposal was that the Ordinance should be amended to make any such houses illegal after the passing of the amending Ordinance.

Dr. Koch stated that he would second if for no other reason than that the overcrowding among the poorer classes was "absolutely awful." They all knew it was the cause of sickness amongst the poor, which was liable to spread to other people. In a large place like this it was a great city that more active steps could not be taken in regard to existing overcrowding, but he supposed that to do so would interfere with all sorts of interests and that no end of trouble would arise.

Mr. Tso admitted that overcrowding was a great evil at present. If the proposal did not affect existing cocklofts he raised no objection.

It was agreed to add to the motion the words "in any house hereafter erected."

Dr. Ozorio said his only objection to the proposal was that it was not retrospective and he thought that if Mr. Tso had seen as many cases of overcrowding as he had Mr. Tso would ask for it to be retrospective also. The conditions in Wanchai were "frightful."

The Medical Officer of Health did not think the proposal could be made retrospective.

The Hon. Mr. Chow Shou Son said that, from the sanitary point of view, no doubt the mover and seconder were pefectly right. Everyone knew the existence of the evil of overcrowding but it was due more to circumstances than to choice. The poor did not wish to live as they did but they were forced by necessity to do so. He agreed that the old cocklofts should not exist but if they were removed the people would have nowhere else to go.

Dr. Ozorio suggested a time-limit of three or four years, after which the proposed amending Ordinance would be retrospective.

The Hon. Mr. Chow Shou Son: I think the Government has a policy of building more houses for the poor, and if that is carried out and there are sufficient houses at a cheap rent, people will no longer wish to live in cocklofts. When that condition exists no time-limit will be necessary.

The Chairman: I think it is impossible to make it retrospective as that involves claims for compensation.

The resolution was carried.

MALARIA AND MORRISON HILL.

Dr. Ozorio asked the following question of which he had given notice:

Is the Government taking any special prophylactic measures against malaria in the Morrison Hill scheme?

The Medical Officer of Health said that he did not think it necessary, in connection with the razing of Morrison Hill, to advise the Government to take any special phophylactic measures. Cutting away this hill involved cutting away the thick jungle on the side of the hill and that would tend to diminish the prevalence of mosquitoes by taking away their sheltering places. Any accumulations of water during the work could be

(Continued at foot of next column.)

dealt with by the staff. There were no matsheds of coolies so he did not think any further measures than those ordinarily taken were necessary. The District Inspectors had been inspecting the work once a week to see that there were no collections of water and had strict instructions as to oiling the storage tanks which fed the locomotive boilers and drawing the contractors attention to any small accumulations of water which might occur.

Dr. Ozorio: At a later stage you will have a big area of swampy ground there.

The Medical Officer: I do not anticipate that, sir. Collections of water in connection with operations of this kind do not usually shelter anopheline mosquitoes; only culicine mosquitoes. Pools formed in this way have to remain and grow grass round their edges before they become suitable breeding places for anopheline mosquitoes. Should there be any permanent collections it will be possible to deal with them.

REDUCTION OF UNDERGROWTH.

The Chairman announced that the Botanical and Forestry Department had cut 8,253,990 square feet of undergrowth this year as compared with 3,400,000 in the preceding year. Undergrowth had been cleared for a distance of 100 feet from houses instead of 50 feet as heretofore. The Director of Public Works had trained 12 out of a list of 22 selected nullahs; it had not been possible, owing to shortage of staff, to deal with the other 10, but the work would be pressed forward in 1923.

SPORT.

FOOTBALL.

TO-DAY'S MATCHES.

UNITED SERVICES LEAGUE.

Division I. Kick-off 4.15 p.m.

R.G.A. *v. Ambrose*; Sookunpoo ground.
Tamar v. Carlisle; Navy "A" ground.
Hawkins v. King's; Navy "B" ground.
Titania v. Durban; St. Joseph's ground.

Division II. Kick-off 2.45 p.m.

King's *v.* R.G.A.; Sookunpoo ground.
Hawkins v. Foxglove; Navy "A" ground.
Durban v. Magnolia; Navy "B" ground.

HOCKEY.

The following will represent the Club in a match against the Royal Engineers to-day (Wednesday) at Sookunpoo at 5 p.m.:—E. W. Hamilton, E. O. England, A. Bower, E. J. R. Mitchell, Rev. E. W. L. Martin, G. H. Piercy, F. H. Holdman, E. W. Major, H. Glanville, St. G. R. Clark, B. D. Evans (capt.).

THE SINKING OF H.M.S. "WATERWITCH."

TEN YEARS LATER.

On September 1st, 1912, the Colonial steamer *Sea Mew*, coming into harbour, ran into and sank the Surveying vessel, H.M.S. *Waterwitch*. For the next meeting of Legislative Council a motion is on the agenda providing for the payment to the Admiralty of $121,530.90 "to meet the claim by the Admiralty in respect of the loss of H.M.S. *Waterwitch*, as a result of collision with the s.s. *Seamew*. We wonder how much of this is principal and how much interest. The *Waterwitch* was we believe, raised and sold to the late Mr. G. Gaggino, and for all we know she may be still afloat.—*Singapore Free Press.*

ELLIS KADOORIE SCHOOL AT CANTON.

A HEAVY DEBT TO BE LIQUIDATED.

The *Canton Times* of yesterday has the following paragraph:—

The old boys of the Ellis Kadoorie School at Honam, Canton, will rally to the support of their *alma mater* to prevent the property of the institution from being sold to satisfy a debt of some $430,000.

The school has been in existence for some twenty-one years and has graduated more than 7,000 students. Most of the clerks in the foreign hongs of Canton have been students in this institution. The late Lau Chu Pak of Hongkong was for many years chief patron of the school. The recent death of Mr. Lau and the accumulated debts of the institution have made it necessary to cease its operation. The present movement of the old boys to protect the school property from being sold is, indeed, a gratification to all friends of education.

SAIGON RICE MARKET.

The Compagnie de Commerce and de Navigation d'Extreme Orient, in their report dated Saigon, November 20th, state:—

During the last fortnight a fair amount of business has been closed with Cuba and Europe, although the big fluctuations in the rate of exchange on Paris have not allowed exporters to work freely with the home market. Prices have shown a further advance on account of the poor supplies coming from the interior. The prospects concerning the new crop are still favourable.

The total amount of rice exported from January 1st to November 6th is 1,037,813 tons, against 1,271,729 in 1921.

We quote to-day:—White Saigon rice, No. 2 sifted, Japan quality, Hongkong $5.16 per picul, f.o.b. Saigon, for December shipment.

COMPANY MEETING.

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO.

An extraordinary general meeting of the Hongkong, Canton and Macao Steamboat Company was held at the Company's Offices, yesterday, for the purpose of considering and, if thought fit, approving the draft new Articles of the Company.

In the absence of Mr. G. M. Dodwell (Chairman of the Company) the Hon. Mr. E. V. D. Parr presided, and there were present: Sir Robert Ho Tung, Messrs. W. E. Clarke and D. G. M. Bernard (Directors), Mr. John Arnold (Secretary), Mr. W. E. L. Shenton (Messrs. Deacon, Looker, Deacon, and Harston, representing the Company), and the following shareholders:—Captain J. J. Lossius, Messrs. T. G. Weall, V. W. Grayburn, J. Figueiredo, Chau Siu Ki, Chau Tsun Nin, Woo Hay Tong, Mok Wing Yue, Mok Hing Kiu, Lai Yut Chun, H. Smythe, Lo Yok Tong, and Mowbray S. Northcote.

The Chairman said:—Gentlemen,—As indicated in the notice which has just been read by the Company's Secretary, this meeting has been convened for the purpose of considering, and if thought fit, approving the draft new Articles of Association of the Company.

As regards the Articles of Association, your Directors found that they needed bringing up to date and altering in certain respects so as to be more in line with the Articles of Public Companies now generally current in this Colony.

Prints of the existing Articles of Association and of the draft new Articles have, as indicated in the Notice convening this meeting, been open for inspection by shareholders at the Company's registered office, and at the office of the Company's Solicitors Messrs. Deacon, Looker, Deacon and Harston, and there are also copies of both the existing and the draft new Articles on this table which if any shareholder desires, he may inspect.

Under the draft new Articles of Association the following are the most important of the alterations to the existing Articles:—

1.—Under Articles 20 no call shall exceed one-fifth of the nominal amount of the share or be made payable within two months after the last preceding call was made payable.
2.—Under Article 42 the Directors may decline to register any transfer of shares without assigning any reason therefor.
3.—Under Article 43 no share shall be registered in a Tong name or in the name of a firm.
4.—Under Article 50 the liability of a transferee is defined.
5.—Under Article 62 the provisions to apply in the event of the mortgage of uncalled capital are set forth.
6.—Under Article 66, 7 clear days' notice of meetings is provided for, instead of 14.
7.—Under Article 70, the quorum necessary for an ordinary yearly meeting is changed from 12 to 6 and the quorum at Extraordinary General Meetings is stated.
8.—Under Article 79 the voting power is changed on a poll to one vote for each share up to ten (instead of five) and an additional vote for each complete ten shares beyond the first ten (instead of five).
9.—Under Article 81 the number of Directors shall be not less than 3 or more than 9, instead of not less than 5 or more than 9.
10.—Under Article 93 a Director must hold his qualification in his own right and may act before acquiring his qualification.
11.—Under Article 98 certain additions have been inserted to meet legal technical points which have been inserted from time to time with regard to Directors being interested in contracts made by or with the Company.
12.—Under Article 106 the procedure is laid down on election of new Directors.
13.—Under Article 119 power is given to remunerate a Director for extra services.
14.—Under Article 127 provision is made and machinery introduced for effecting the capitalisation of Reserve Fund.
15.—Under Articles 129 payment of interest out of capital is provided for.
16.—Under Articles 130 to 135 and 143 to 145 inclusive, useful provisions have been inserted as to declaration of dividend and unclaimed dividends.
17.—Under Article 167 members are not to be entitled to certain information.
18.—Under Article 169 power is given to distribute assets in specie in the event of a winding up.

I do not think there is anything further with which I need deal, but if any shareholder would like to ask any questions or seek any explanation, I shall be pleased to endeavour to answer such questions and give such explanation to the best of my ability.

If no questions are asked or explanation sought, I shall assume that you approve the draft new Articles as presented, and will thereupon propose the resolution regarding the same which is set out in the notices convening this meeting.

There being no questions, the Chairman proposed the following resolution:—

That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

Mr. T. G. Weall seconded, and the resolution was carried unanimously.

The Chairman thanked the shareholders for their attendance and reminded them of the subsequent meeting to be held on December 22nd.

THE DIOCESAN NEW SCHOOL FUND.

A Report on the Fund to be presented, together with a statement of accounts, at a meeting of the Committee to-day states:—

The School Committee approached the Hongkong Government in 1918-1919 about a new site and new buildings.

In April, 1920, the Government offered (1) a site of about 17½ acres at Yaumati and (2) $204,864 for the old site, Inland Lot 831 and the existing buildings thereon. (About $134,000 for the old site and about $70,000 for the old buildings).

In April and May, 1921, a General Appeal Committee was formed.

The Appeal Committee met on May 19th, 1921, and appointed an Executive Appeal Committee to draw up and issue an Appeal. The Hon. Mr. A. G. Stephen was appointed Hon. Treasurer of the Appeal Committee and Chairman of the Executive Appeal Committee.

On May 27th, 1921, the Executive Appeal Committee met, drew up and passed an Appeal Pamphlet and a Letter of Appeal which was signed on behalf of the Appeal Committee by the Rt. Rev. the Bishop of Victoria, Chairman of the Appeal Committee, the Hon. Mr. A. G. Stephen, Hon. Treasurer, and the Rev. W. T. Featherstone, Headmaster and Secretary.

The Appeal was sent out in June and July, 1921. Because of the condition of Trade, etc., it was felt to be wise not to force the Appeal too much in 1921; it was intended to re-issue the Appeal about March, 1922, but local conditions made that impossible.

In October, 1921, the Government, after being approached by the Secretary about the grant of a larger piece of land, promised to give about 5½ acres more; that is the New Site is now about 23 acres in area.

In May, 1922, after getting a valuation for the Old Site ($205,000), the Secretary wrote to the Government asking if the Government would buy the Old Site at this valuation and give dollar for dollar towards the New Buildings. The reply was in the negative.

It will be noted that in 1920 the sum of 134,000 was offered for the Old Site and $70,000 was offered for the Old Buildings.

A new estimate of the cost of the buildings, etc., of the New School was made by Messrs. Little, Adams and Wood in 1922; it was $445,000.

The Government offer	$204,000.00
Subscriptions paid and promised amount to	55,000.00
That is we can see a total of	$259,000.00

Leaving a sum of $186,000 to be raised by subscriptions or other methods.

Because of the continual rise in the cost of buildings it would be wise to assume that we will require from $200,000 to $250,000.

During 1921-1922 the Old Buildings have been unfavourably commented upon by the Committee of the Board of Education, the large retaining wall on Bonham Road has been condemned and a playground used by the School has been taken for the new St. Stephen's Girls' College.

In 1921 the School has record scholastic results gaining among other results, three out of the five Open Scholarships offered by the Hongkong University for Schools in Hongkong and the Far East.

The School Year 1922 has been a success financially, due partly to the annual donations, partly to an increase in fees and partly to a large average attendance.

There are 110 boarders and 300 day boys. In 1922 we refused admittance to at least 70 day boys and in September alone we refused 27 boarders.

HONGKONG MATRICULATION AND LOCAL EXAMINATIONS.

The following appears in the minutes of a recent meeting of the Shanghai Municipal Council's Permanent Committee on Education:—

A letter from the Registrar, Hongkong University, is submitted, informing the Council that a joint meeting of the Matriculation Board of the University and of the Heads of schools presenting candidates to the University Matriculation and Local Examinations will be held in March next, to discuss suggestions for the conduct and improvement of these examinations; and requesting that delegates from the Council's schools be sent to attend. Reports, in comment, by the Heads of the several Municipal schools are also submitted, from which it is noted that divergent views have been expressed as to the desirability of acceding to this request. In the circumstances, an expression of the Committee's views is sought as to whether delegates should be appointed to attend the proposed conference.

During the short discussion which takes place, a member expresses the view that, until it is finally determined to what extent the Hongkong Local Examinations are to be adopted as a test of efficiency at the respective foreign schools, little, if any benefit, would accrue as a result of the attendance of delegates, with indefinite instructions, at the proposed conference. The view is also expressed that the appointment of delegates thereto would be justified only if an important issue were found to be at stake, and, failing this, it is considered that local requirements could suitably be communicated by letter. Inasmuch as the whole question will be carefully examined by the General Educational Committee, it is unanimously agreed that, for the present, no useful purpose would be served by acceptance of the invitation in question, and a reply in the above sense is accordingly directed.

BY SPECIAL APPOINTMENT

TO H.M. THE KING.

NEW STOCKS JUST RECEIVED. NEW STOCKS JUST RECEIVED.

WELL DRESSED MEN THE WORLD OVER
:: FOLLOW LONDON FASHIONS ::

LONDON FASHIONS IN MEN'S HEADWEAR HAVE FOR OVER A CENTURY BEEN CREATED BY

LINCOLN BENNETT AND CO., LTD.

SOLE AGENTS FOR HONGKONG

LANE, CRAWFORD, LTD.

LANE, CRAWFORD, LIMITED.
EST. 1850.

SHIPCHANDLERY DEPT.
COMPLETE SHIPS' OUTFITS.
DECK AND ENGINE ROOM STORES.
OILS, PAINTS AND VARNISH IMPORTERS.
ENGINEERS' TOOLS, INDICATORS, COUNTERS, Etc.
PACKING AND ASBESTOS GOODS.
AGENTS FOR DOBBIE McINNES' NAUTICAL SPECIALTIES.

NEW COLUMBIA DANCE RECORDS FOR DECEMBER AT ANDERSON'S.

Wm. Powell Ltd.
TELEPHONE C. 3148.
7 and 9, FEDDER STREET
(under the Hongkong Hotel).
TAILORS AND OUTFITTERS
HAVE A LARGE ASSORTMENT OF
SWEATERS, SCARVES AND GLOVES
FOR ALL OCCASIONS.
OVERCOATS
CAMELHAIR, FLEECE AND SCOTCH HOMESPUNS.
JAEGER
DRESSING GOWNS, TRAVELLING RUGS, WAISTCOATS, Etc.
UNDERWEAR
PURE WOOL IN "THETA" VIYELLA AND SCOTCH MAKES

NEW ADVERTSEMENTS

QUEEN'S COLLEGE OLD BOYS' ASSOCIATION.

ANNUAL MEETING.

NOTICE IS HEREBY GIVEN that the SECOND ANNUAL GENERAL MEETING of Members of the QUEEN'S COLLEGE OLD BOYS' ASSOCIATION will be held on MONDAY, the 11th INST., at 5.30 P.M., in the Hall of QUEEN'S COLLEGE for the following purposes:—

1. To receive the General Committee's Report and Statement of Accounts for the financial year ending 30th November, 1922.
2. To elect the officials for the year 1922-1923.
3. To transact any other business.

C. G. ANDERSON.
Hon. Secretary.

Hongkong, 4th December, 1922. [1877

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 11th day of Dec., 1922, at 3 P.M., at the Offices of the Public Works Department, by Order of His EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of one Lot of CROWN LAND at Bridges Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	E.	S.	W.	Containing in square feet.	Annual Rental.	Upset Price.
	Inland Lot No. 2166	At Bridges Street, Taipingshan.	As per sale plan.				About 8,720	$ 140	$ 43,600

1878

PARTICULARS
of
VALUABLE LEASEHOLD PROPERTY
Situate
No. 13, WING HING STREET,
VICTORIA, HONGKONG,
To be Sold by Order of the Mortgagee
By
PUBLIC AUCTION,
IN ONE LOT
On
SATURDAY,
The 30TH DAY of DEC., 1922, at 3 O'CLOCK P.M.
By
Messrs. LAMMERT BROTHERS
At Their Office, DUDDELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2166 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No 2166 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from
Messrs. HASTINGS & HASTINGS,
Solicitors,
8, Des Vœux Road Central,
and
Messrs. LAMMERT BROTHERS,
Auctioneers.

1287]

FOR SALE
AT
REPULSE BAY.

LOT R/B 158 (31,200 sq. ft.), A well situated newly built Fully Furnished Modern Two-storey HOUSE. Dining Room, Drawing Room, 3 Bed, 3 Bath, Flush Closets, Drying Room, Garage, Tennis Court, Servants' Quarters on Modern Plan. House has big open Verandahs and good surrounding grounds, Electric Light throughout, Hot Water Service and Telephone. Private Path to Beach.

Offers to purchase to be sent to Messrs. BRUNNER, MOND & Co. (CHINA), LIMITED, 7, Queen's Road Central on or before the 15th of December, 1922.

Applications to view may be had at the offices of Messrs. BRUNNER, MOND & Co. (CHINA), LTD., 7, Queen's Road Central. [1861

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2 storied brick and concrete building suitable for office and godown.

Further details apply.

435] W. G. HUMPHREYS, & CO.

THE CORONET.

THE OLD
SWIMMIN' HOLE.

KOWLOON THEATRE.

5.45 AND 9.15 P.M.

A SLAVE
OF VANITY.

NOTICES TO CONSIGNEES

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT SAID & STRAITS.

THE Steamship

"CARNARVONSHIRE"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 6th December, 1922, at 5 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 6th December, 1922, at 10 A.M. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 30th November, 1922. [1855

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "ELPENOR"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 2nd December.

Optional cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the goods have left the Steamer's Godown, and all Goods remaining undelivered after the 8th Dec., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 22nd Dec., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 2nd December, 1922. [1867

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK.

CONSIGNEES per Company's Steamer "PHEMIUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 4th December.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 9th Dec., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 23rd Dec., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 3rd December, 1922. [1871

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "PLASSY."

ARRIVED HONGKONG ON 3RD DEC., 1922.

FROM ANTWERP, LONDON, PORTSAID ADEN, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as the Goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the steamer.

Goods not cleared within 8 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, 3rd December, 1922. [1875

XMAS comes but Once a Year, and is everyone's delight. To send a Few NICE CIGARS to Friends at Home Place Your Orders with HONGKONG CIGAR STORE. and they do the rest. ALEXANDRA BUILDINGS. COME EARLY. [1458

INTIMATIONS

THE CHINA LIGHT AND POWER CO. (1918), LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the offices of Messrs. SHEWAN, TOMES & Co., the General Managers of the said Company, St. George's Building, Victoria, Hongkong, on THURSDAY, the 14th day of DECEMBER, 1922, at 11 o'clock in the Forenoon, when the subjoined resolutions will proposed as ordinary resolutions, viz:—

1. That the authorised Capital of the Company (which is now $1,000,000 consisting of 200,000 shares of the nominal value of $5 each the whole of which have been issued) be increased to $2,000,000 by the creation of 200,000 additional shares of the nominal value $5 each ranking (subject as hereinafter mentioned) for dividend and in all other respects pari passu with the shares constituting the Company's present issued Capital.
2. That the said 200,000 new shares be offered in the first instance (in the proportion of one new share for every old share held by them respectively) to the Members of the Company who on the 14th day of December, 1922, are registered in the Company's Share Register as the holders of the said 200,000 old shares at par and so that on acceptance of the offer the amount due in respect of such 200,000 shares shall be payable in two instalments viz:—the sum of $2.50 part thereof on the 2nd day of January, 1923, and the sum of $2.50 the balance thereof on the 1st day of March, 1923.

And further that the said 200,000 new shares shall *vis-a-vis* the said 200,000 old shares only rank for dividend as from the 2nd day of January, 1923, in respect of the amount payable thereon on that date and as from the 1st day of March, 1923, in respect of the full nominal value thereof.

And that such offer be made by notice specifying the number of shares to which the member is entitled and limiting a time within which the offer if not accepted by the member on behalf of himself or his nominee will be deemed to be declined and that the General Managers be at liberty to extend the time for such acceptance to such date or dates as they may think fit in the case of shareholders whose place of address is not in Hongkong. And further that any of the said 200,000 new shares which shall not be taken up by the the Company's shareholders in manner aforesaid be disposed of in such manner at such time or times and upon such terms as the Company's General Managers shall in their absolute discretion think fit.

The Transfer Books of the Company will be closed from Friday, the 8th day of December, 1922, to Thursday, the 14th day of December, 1922 (both days inclusive) during which period no transfer of shares can be registered.

Dated the 30th day of November, 1922.

SHEWAN, TOMES & CO.,
General Managers.

1849]

THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at 4A, Des Vœux Road Central, Victoria, in the Colony of Hongkong, on TUESDAY, the 5th day of DECEMBER, 1922, at NOON, for the purpose of considering, and, if thought fit, approving the draft new Articles of the Company which will be submitted to the Meeting.

A print of such new Articles and a print of the existing Articles of the Company may be seen at the Registered Office of the Company, 4A, Des Vœux Road Central, Victoria, aforesaid and at the Office of Messrs. DEACON LOOKER, DEACON & HARSTON, 1, Des Vœux Road Central, Victoria, aforesaid and the portions of the proposed new Articles which differ from the existing Articles are indicated by being underlined in red.

Should the Meeting approve of such new Articles with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—

That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

AND NOTICE IS HEREBY ALSO GIVEN that a FURTHER EXTRAORDINARY GENERAL MEETING of the Company will be held at the same place, on FRIDAY, the 22nd day of DECEMBER, 1922, at NOON, for the purpose of receiving a Report of the Proceedings at the above mentioned Meeting and of confirming if thought fit, as a Special Resolution, the above mentioned Resolution.

Dated this 18th day of November, 1922.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.

1790]

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, January to June 1922

With INDEX, Price $7.50
On sale at the *Hongkong Daily Press*

WHAT IS EYESTRAIN?

The eye has certain tiny muscles. When objects we look at do not come up to a sharp focus in the eye, these muscles exert themselves unduly and enable us to see clearly in spite of the defect. These muscles tire and relax causing the objects looked at to become blurred and indistinct. Upon closing the eyes for a few seconds the muscles become more or less rested and objects are clear again for a brief period. Properly fitted glasses correct eye-strain, whether caused by astigmatism or age. The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 53, Queen's Road, Central, have the equipment to fit you glasses properly.—Advt. [1458

INTIMATION

WATSON'S

E

WHISKY

Gives Perfect Satisfaction because it is a Skilful Blend of the Best Highland SCOTCH WHISKIES, of Great Age, matured in Sherry-wood Casks.

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants.

ESTABLISHED 81 YEARS.

BIRTHS.

DAVIES.—At Shanghai, on November 28th, to Mr. and Mrs. F. H. DAVIES, a daughter.

FELDMAN.—At Kobe, to Mr. and Mrs. GEO. FELDMAN, a daughter.

PARDOE.—At Shanghai, on November 28th, the wife of W. A. L. PARDOE, of a son.

MARRIAGES.

LENNOX—BANHAM.—At Tientsin, on Nov. 29th, HENRY HUTCHISON LENNOX, M.C., and DOREEN BANHAM, only daughter of Mr. and Mrs. F. C. BANHAM, of Shanghai.

OSLAND-HILL—WALN.—At Shanghai, on November 29th, GEORGE EDWARD OSLAN-HILL, of the Chinese Postal Service, Nanking, to NORA WALN.

DEATHS.

GAETA.—At Shanghai, on November 29th, V. GAETA, C.M. Customs Service, in his 53rd year.

PIENS.—At Shanghai, on November 29th, CHARLES PIENS, in his 62nd year.

HONGKONG OFFICE: 10A, DES VOEUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 6TH, 1922.

PROGRESS AND REACTION IN CHINA.

THE signing of the agreements for the retrocession by Japan to China of the territory in Shantung formerly leased by Germany, involving as they do the payment of compensation running into something like fifty million dollars, is an accomplishment which is surprising in view of the instability of political conditions at Peking. China has had this year three new Cabinets, and if the present one does not endure for the remainder of the Chinese year it will occasion but little surprise. If the Treaty negotiated at Washington, as the outcome of the Washington Conference was a notable diplomatic triumph for China, the successful negotiation of the arrangements for the transfer must be considered even more remarkable. Fortunately for China she had during the Conference at Washington a Foreign Minister in Dr. W. W. Yen competent to deal with the question in Peking, and she has been no less fortunate in having at the Foreign Office during the whole period of the local negotiations for the transfer one of the brilliant young diplomats who so successfully argued her case at Washington. It is, in short to the diplomatic skill and experience of Dr. WELLINGTON KOO, ably assisted by Dr. C. T. WANG, that the amicable settlement of the many questions in connection with the transfer is to be attributed. He consented, much against his personal inclinations, to give up the life of an Ambassador to serve his country in the less congenial but nominally greater office of Foreign Minister at Peking, in order that he might assist the PRESIDENT in carrying into effect the decisions reached at the memorable Conference at Washington, and China must be accounted fortunate in having that responsible position occupied for several months of this year by a diplomat of the calibre of Dr. Koo. During his brief tenure of the office the arrangements have been made for the closing of the foreign post offices and postal agencies in China; the negotiations have been conducted for the retrocession of Weihaiwei by Great Britain to China, though there is no word yet of the agreement having been signed; and finally, and the biggest triumph of all, there are the definitive agreements for the restoration of the ex-German rights in Shantung which, by the Versailles Treaty, were transferred to Japan. There are other important questions still outstanding, and one is not surprised to learn that Dr. WELLINGTON KOO has been viewing with alarm the impression which the illegal arrest of the Finance Minister and the political intrigues so plainly connected with it, and directly led to the collapse of the Cabinet, will have upon the Powers who are being asked to surrender their territorial privileges in China. It is no wonder that the progressive Chinese are talking of China's diplomatic victories being compromised by the poltical intriguers at Peking; it is not surprising that even General WU PEI-FU, who has committed many outrageous acts himself, should be fearing the impression which recent events at Peking will create in the Chancelleries of Europe and in America. There is, however, little prospect that the Powers will be inclined to yield to China, for the present, more than they have already done. It is plainly manifest that the time has not yet arrived when the Powers can think of surrendering their extra-territoriality in China, and there is no need to hurry over the dispatch of the International Commission of Jurists which the Conference at Washington decided should be appointed. Dr. WELLINGTON KOO's few months' experience at the Foreign Office has, doubtless, given him a truer insight into conditions in China. We observe that Dr. ALFRED SZE, the Chinese Minister at Washington, who shared with Dr. Koo the honours at Washington, has recently arrived in China, and is being spoken of as the probable Foreign Minister in the next new Cabinet at Peking, or, it may be, in a reconstruction of the one appointed a week ago. For his own sake it may be hoped that his services to China will receive better recognition than the intriguers have accorded to Dr. Koo, who is now no longer in the Ministry. But a period of service as Head of the Foreign Office is a valuable experience for Ambassadors who have been accustomed to view China's political progress from the other side of the world.

A Sale of Work will be held at Union Church to-day, to be opened at 3 a'clock. Proceeds will be in aid of the new Pulpit Fund. Tea will be provided at 50 cents. Admission free.—ADVT.

A Chinese woman, aged 50 years, was run over by the down train from Canton at No. 1 Tunnel near Kowloon, at 6 p.m. on Monday. The woman's head was badly injured and her right foot was severed. She died almost immediately. Her identity has not been discovered.

A Chinese, who was caught in the act of stealing a pair of Chinese shoes from a stall in Yaumati, was yesterday sentenced to 27 days' imprisonment. When the man was searched another pair of shoes, supposed to have been taken from the same stall, were found concealed in his clothing.

An unknown Chinese coolie was discovered on Monday, in the pantry of Mr. C. C. Boyd's residence at East Point. He had two entree dishes in his hand. After he had been chased and caught on the garden path, he made the excuse that he visited the house only for the purpose of finding some medicine. He was brought before Mr. J. R. Wood, at the Magistracy, yesterday morning, and Inspector Blackman said that nothing was known about the man. A sentence of four months' imprisonment was ordered.

Fook Cheung, the master of a piece-goods shop, at No. 233, Queen's Road Central, has reported to the Police that he was held up by highwaymen whilst walking in Shan Ming Street, Mongkok, on Monday evening. Two of the three robbers carried revolvers. The victim was searched and the money he had on him (only $3,20) was taken.

"We-sen" is China's new word, says a contributor to a Home paper. It is our old friend "sanitation," and much is being done in its name. On the occasion of the Dragon Boat Festival at Hangchow there were special kinema displays on "Keeping a Big City Clean" and "War on the Mosquito." Thus "We-sen" is now becoming an everyday word, and the campaigns, in which Chinese and Western medical, educational, and religious bodies are all co-operating, bid fair to bring good results in their train.

Commenting on the cold weather, a Tientsin paper of November 26th states:—One of the severest cold snaps in several years has visited Tientsin during the past 36 hours. The temperature at about 3 o'clock yesterday morning was down to 7 degrees Fahrenheit, and at 9 o'clock was 10 degrees. A biting north north-westerly wind has been blowing, the apparent high degree of moisture making it exceptionally keen. Unusually large quantities of ice for this time of year are noticed in the Haiho river, which many expect to close up earlier than usual this season.

Mr. Harry Robert Boyd, C.B.E., whose engagement to Lady Ada Wentworth-Fitzwilliam has been announced was Private Secretary to Mr. Shortt, the Secretary of State for the Home Department, in the last administration since 1919. He was engaged in business in Shanghai from 1898 to 1911, and was awarded the China Medal, 1900, at the Boxer time. He was attached to the Ministry of Finance at Peking from 1914 to 1915, when he returned home. In connection with these services he was given the Chinese Order of the Excellent Crop. His connection with the Home Office began in 1915.

Captain Bromley, who has been dismissed his ship for losing the light cruiser Raleigh—a sister ship of the *Hawkins*, flagship of the China Station—served a couple of pre-war commissions on the China Station. A good deal of sympathy is expressed for both Captain Bromley and Lieutenant Bott (the navigating officer, who has also been dismissed his ship), whose defence was that the charts issued to the *Raleigh* were inaccurate, and had they been correct the *Raleigh* would have passed Point Amour in safety. The *Raleigh* had been flagship of the North American and West Indies Station for a few months, when she was stranded and lost on the coast of Labrador last August.

A story of a chase after a thief was told to Mr. Wood at the Magistracy, yesterday. An amah returning to No. 27, Haiphong Road, Kowloon, on Monday morning, noticed a man coming down the stairs with a basket. Concluding that he was a thief, she raised the alarm and a Chinese working in a motor-shop on the ground floor pursued the man, who ran towards the Kowloon Godowns and scaled the wall into the Wharf Timber Yard. He was driven out of there by a man working in the yard. He then sought to conceal himself underneath some gunny bags lying on the pavement. The man admitted the theft to the Magistrate, who ordered him to be sent to prison for three months. The basket contained clothing he had stolen from the house.

In connection with the departure of Mr. O. Crewe-Read of the Commercial Pacific Cable Co., from Shanghai on transfer to the important station of Guam where he expects to be for the next two years, a Shanghai contemporary says:—It is interesting to know that Guam is the greatest distributing centre of cablegrams in the Pacific. No fewer than six cables connect with the Island, from Midway (U.S.A.), Japan, the Philippine Islands and Yap, which keep a staff of over 60 busily engaged. The island, which is in the Marianne Group, is of considerable size and contains a naval station of about 1,500 foreigners besides the native population. Mr. Crew Read travels first to Honolulu and then most of the way back by another steamer to reach his new station.

We have received from Macao three publications which are intended to advertise the port. One is the "Annuario de Macau" for 1922 which contains, in some 400 pages, very full information about the Colony including a trade directory and electoral lists several maps and many photographic reproductions of places of interest in the city. The publication is in the main, in the Portuguese language, but there are some pages with translations either in English or French. Another book of about 100 pages bears the title "Macau e seu Porto artificial." It contains a number of articles on the great project for the improvement of the port, contract for which was recently let for a sum in the neighbourhood of $5,000,000. Among the descriptive articles on this subject is a reprint of one from the *Hongkong Daily Press*, published in November, 1920; extracts from the late Viscount Northcliffe's account of his visit to Macao; and a descriptive account of the city by Mr. J. Arnold, Secretary of the Hongkong, Canton and Macao Steamship Co. who says there is a peculiar charm about Macao that one finds exceedingly difficult to explain. Another little publication is an excellent collection of photographic views of Macao by Mr. J. Arnold which in the hands of a tourist is certain to induce him to visit the Colony.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

IRELAND'S GOVERNOR GENERAL.

A POPULAR APPOINTMENT.

LONDON, December 4th.

In connection with the appointment of (Mr. Timothy?) Healy to the Governor-Generalship of the Irish Free State, President Cosgrave and General Mulcahy arrived at Holyhead last night, to meet Mr. Healy on his arrival from London.

They warmly congratulated him on his appointment, and accompanied him to Dublin this morning.

THE TURNING-POINT IN IRELAND'S CAREER.

President Cosgrave, in the course of an interview, said that Mr. Healy's appointment was most popular with all classes, and he hoped it would mark the turning-point in Ireland's career. He (Mr. Cosgrave) was confident that Ireland's conditions was rapidly improving, as evidenced by the large increase in exports this year. Mr. Cosgrave concluded by saying that the union of the North and the South cannot long be delayed, for the dividing line was unnatural.

THE AUSTRIAN LOAN.

DEBATE IN THE HOUSE OF COMMONS.

LONDON, December 4th.

In the House of Commons, Mr. S. Baldwin (Chancellor of the Exchequer) moved the financial resolution authorising the amending of the Trade Facilities Act, by increasing to £5,000,000 the aggregate amount of loans that may be guaranteed, in order to guarantee the Austrian Loan, arranged by the League of Nations, and the Sudan Government Irrigation Loan.

HOSTILITY TO THE AUSTRIAN LOAN.

The debate disclosed hostility to the Austrian Loan. The Communist, Mr. Newbold, declaring that, the last minute effort to save Austria was in the interest of a bond-holding clique of unscrupulous rascals.

LIBERAL AMENDMENT DEFEATED.

Mr. Pringle (Liberal) moved an amendment limiting the guarantees to undertakings within the United Kingdom. This was eventually defeated by 195 votes to 106.

After a discussive debate, lasting six hours, the resolution was passed, without a division, at five o'clock in the morning.

GREEK MILITARY TRIALS.

GENERALS RELEASED.

ATHENS, December 4th.

General Pallis, General Valetta and ex-General Adactilos (ex-Chief of General Staff) were released to-day.

U.S. POLITICS.

OBSTRUCTION TO ANTI-LYNCHING BILL ABANDONED.

WASHINGTON, December 4th.

The regular session of Congress has opened. The Opposition have abandoned the filibuster against the anti-Lynching Bill, and the Ship Subsidy Bill has been referred to the Senate Commerce Committee.

OPPOSITION TO SHIP SUBSIDY BILL MAY CONTINUE.

It is understood that the Senators opposing the Ship Subsidy Bill conferred informally, with a view to a prolonged filibuster against the Bill. The movement is under the leadership of the Progressives, but it is also supported by most of the Democrats.

RUMANIAN DEBT SETTLEMENT.

ARRANGEMENT WITH AMERICA SUBJECT TO ALLIED APPROVAL.

NEW YORK, December 4th.

The Rumanian Debt Commissioner has left for home. Prior to his departure he declared that America had agreed to the drafting of a plan for settling the Rumanian debt, along lines similar to the plan governing the Austrian debt, provided the interested Allied States approve.

CONSTANTINOPLE REFUGEES

RECENT DEPARTURES.

CONSTANTINOPLE, December 4th.

The following refugees have recently departed from Constantinople. Greeks 110,000; Armenians 15,000; Russians 12,000; Jews 7,000; other nationalities 20,000.

EARLIER CABLES.

FREEDOM OF THE STRAITS.

RUSSIAN DELEGATES PARTICIPATE IN DISCUSSION.

LAUSANNE, December 4th.

Interest in the Conference, which was recently waning, has been revived by the opening of the discussion on the freedom of the Straits by territorial and military questions from the commission.

Four Russian delegates, Chicherin, Rakovsky, Vorofsky and Di, the last-named a Georgian, are participating.

THE QUESTION OF GUARDIANSHIP.

The Straits commission heard three proposals, Bulgarian, Rumanian and Russian. The Turks supported the Russian proposal excluding warships from the Black Sea and leaving the guardianship of the Straits to Turkey.

The Turks were not ready fully to state their case, as to which Lord Curzon rebuked them. The commission thereupon adjourned *sine die*, in order to examine the proposals and give the Turks time to formulate a reply.

U.S. BUDGET BEFORE CONGRESS.

BIG POSTAL SURPLUS PREDICTED.

WASHINGTON, December 4th.

President Harding has transmitted the budget to Congress, showing probable Government expenditure for the year ending June 30th, 1924, of three billion one hundred and eighty-one million dollars, which is a half billion below the estimates for the current fiscal year.

He declared that any further material reduction in Government expenses and taxes depended on whether there should be curtailment of Government aid in research, improvement and development.

He drew attention to the fact that two-thirds of the present disbursements are for practically fixed charges, and only about a billion dollars is left against which retrenchment can be directed.

The estimates for 1923-1924 showed an excess of receipts over expenditure of one hundred and eighty-one millions, compared with an estimated deficit of two hundred and seventy-four millions in the current year, which, however, he hoped to see greatly reduced during the remaining seven months.

He predicted a postal surplus of nearly a million dollars in 1924 instead of the usual deficit.

Other large estimates were: Army, two hundred and fifty-seven millions, including thirteen millions for the army air service; and navy, two hundred and ninety millions.

INCREASED RUBBER PRICES.

AMERICAN MANUFACTURERS APPREHENSIVE.

LONDON, December 4th.

According to the *Times*, rubber manufacturers in the United States are apprehensive that the Colonial Office committee's scheme aims at raising the price of rubber to half a crown per pound.

The *Times* suggests that the committee should state its intentions in the event of rubber rising over eighteen pence and thus allay uneasiness.

HIGH PRICE OF COTTON GOODS.

GAMBLING IN RAW MATERIALS RESPONSIBLE.

LONDON, December 4th.

In an article in the *New York Journal of Commerce*, Sir C. Macara attributes the high retail prices of cotton goods largely to the wild fluctuations of cotton owing to gambling in raw materials.

He urges, in the interest not only of the planter, spinner and manufacturer, but also of the consumers, that something should be done to eliminate this bugbear of the industry.

IRISH CONSTITUTION BILL.

BITTER AND PESSIMISTIC SPEECHES IN HOUSE OF LORDS.

LONDON, December 4th.

The House of Lords has passed the third reading of the Irish Constitution Bill, after a critical, pessimistic speech by the Marquis of Lansdowne, and a bitter speech by Lord Carson.

MEXICAN BANDITS AGAIN ACTIVE.

TWO AMERICANS SLAIN.

MEXICO CITY, December 4th.

Mr. Vereker, the British superintendent of the Aguila oil camp at Vera Cruz, has been kidnapped by bandits and is being held to ransom for ten thousand pesos.

Bandits ambushed and killed two Americans of the same camp the following day.

BRITISH VICTIM RESCUED.

MEXICO CITY, December 4th.

Federal troops have rescued Mr. H. K. Vereker, the British superintendent of the Aguilar Oil Company at Vera Cruz, who was kidnapped by bandits.

CANADA-U.S.A. POSTAL SERVICE

CONFERENCE OPENED.

OTTAWA, December 4th.

The postal conference between Canada and the United States has opened, and will discuss improved parcel posts, special delivery letter, insurance and also customs regulations.

PRINCE OF WALES'S MISHAP.

LONDON, December 4th.

The Prince of Wales has recovered from his mishap on Saturday.

ZIONIST ADMINISTRATION IN PALESTINE.

STRONG ATTACK BY LORD ISLINGTON.

LONDON, December 4th.

In the House of Lords, Lord Islington delivered a strong attack on the system of Government in Palestine, and urged legislation whereby the present Zionist system of administration in Palestine, which he asserted was positively detested by the Arabs, forming an overwhelming proportion of the population, would be substituted by a system nearly approximating to a national form of government.

The modified policy would financially relieve both the British and Palestinians.

CENTRAL AMERICAN CONFERENCE.

PEACE IN THE WESTERN HEMISPHERE.

WASHINGTON, December 4th.

Mr. Hughes, welcoming the delegates to the Central American Conference, declared that the interest of the United States was to be found in peace in the western hemisphere.

He hoped the meeting would register an effective resolve to end strife and mutual distrust.

SEEKING A CURE FOR CANCER.

CLAIMANTS FOR LORD ATHOLSTAN'S PRIZE.

MONTREAL, December 4th.

Lord Atholstan's offer of a hundred thousand dollars prize for a cancer cure has brought 2,715 claims from forty-one countries.

All satisfied the preliminary conditions of the Royal College of Physicians, that there is sufficient basis in the professed cures to justify experimental investigation.

BRITAIN'S TWO NEW CAPITAL SHIPS.

GOVERNMENT CONSIDERING THE QUESTION.

LONDON, December 4th.

In the House of Commons, Viscount Curzon drew attention to the fact that the two capital ships authorised by Parliament must be laid down under the Washington agreement by December 31st, and asked whether orders had yet been given.

Mr. Bonar Law replied that a statement on the subject would be made before the House rose. The Government was considering the question of the desirability of spending money on these ships. He was unable to promise that the opinion of the House as to this would be invited.

M.C.C. SOUTH AFRICAN TOUR

GRIQUALAND DEFEATED BY EIGHT WICKETS.

KIMBERLEY, December 4th.

The M.C.C. compiled 353, Mead and Sandham each contributing 63.

Griqualand scored 196 in their second innings.

The M.C.C. replied with 42 for 2, and won by eight wickets.

KING CONSTANTINE'S WHEREABOUTS.

HIS REPORTED IMPRISONMENT DENIED.

LONDON, December 4th.

The Greek Legation declares that the report that the King of Greece desired to leave the country and is being kept a prisoner in the palace is absolutely without foundation.

ANOTHER COLLEGE FIRE.

STUDENTS INCINERATED.

WATERVILLE, Maine, Dec. 4th.

Two students were incinerated and one is missing as the result of a fire in the dormitory of Colby Baptist College early this morning.

DUTCH TEXTILE STRIKE ENDED.

AMSTERDAM, December 4th.

The textile strike, which commenced on November 10th, has ended.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

AEROPLANES SEIZED AT HANKOW.

AMERICAN CITIZEN ARRESTED.

HANKOW, December 4th.

James Slevin, an American citizen, was arrested last night in connection with the seizure of six aeroplanes which arrived at Hankow aboard the s.s. *Tsengtah*. It is understood he will be charged with unlawfully importing war material contrary to the proclamation of March 4th, 1922. The aeroplanes were seized by a party of marines from the *Isabel*.

THE TRANSFER OF TSINGTAO.

REQUEST BY CHINESE CHAMBER OF COMMERCE.

PEKING, December 4th.

The Chinese Chamber of Commerce at Tsinanfu has telegraphed requesting Mr. C. T. Wang to proceed to Shantung immediately in connection with the taking over of Tsingtao, but the latter is prevented from complying, owing to the necessity of his presence at the deliberations of the second section of the Shantung Joint Commission.

500 BAGS OF FLOUR STOLEN.

REMOVED FROM A HONGKONG GODOWN BY FRAUD.

RECOVERED IN MACAO.

The story of a fraud on a big scale was told at the Magistracy, yesterday afternoon, when two Chinese, one, the master of a rope shop, and the other a flour broker, named Lam Chuen and Tse Ying Ching, respectively, were charged with defrauding a Chinese flour firm of 500 bags of flour by pretending that a certain delivery order contained the genuine chops of the Sang Lung and Kwan Fuk Firms. The flour, it was stated, was actually taken from the godown and shipped to Macao where it was recovered and the two defendants arrested.

Mr. M. H. Turner, solicitor, appeared for the prosecution, Mr. A. E. Hall, solicitor, appeared for the first defendant.

Mr. Turner said that the complainants were the On Wing Firm. On November 18th the managing partner of the firm was informed by one of his *fokis* that some persons had presented a delivery order in the form of a direction to him that he was to give the bearer 500 bags of flour. This delivery order was chopped by the Sang Loong Firm and re-chopped by them in favour of the Kwan Fuk Firm. The complainants had had dealings with both these firms. A godown warrant was handed to the man who presented the delivery order. This man then went to the godown and obtained the 500 bags of flour. On information received the same evening, the managing partner found that the flour had been shipped to Macao by the s.s. *Chuen Chow*. The same night he got a permit and set out in a launch for Macao and there made investigations, which resulted in the two defendants being arrested. The flour was recovered on the s.s. *Chuen Chow*. The evidence would show that the defendants either actually obtained the flour by false pretences or received it unlawfully, and furthermore that they had made attempts to sell the flour at Macao.

Evidence in support of Mr. Turner's statement was given by the complainant and his *fokis*. The Firm's godown-keeper said that the first defendant came to the godown in Connaught Road Central on November 18th and took delivery of the flour. 500 bags were handed over, the defendant arranging for coolies to carry the flour on to a cargo boat. The same evening he learned that the document was false. Later he went to Macao with his master and found the flour on board the s.s. *Chuen Chow*. Subsequently he saw the first defendant at Macao and recognised him as the man who brought the delivery order to the godown.

Cross-examined by Mr. Hall, witness said he did not question the defendant when he brought the delivery order to the godown. He had never seen the defendant before that.

Re-examined by Mr. Turner, witness said that the flour was brought back to Hongkong the next day.

The Accountant of the Tung Cheung Firm, Macao, said that on November 19th he received an envelope which contained the words: "Flour to be received by the Tung Cheung Firm, Macao, from Chik Lee, to be delivered to the Hop Shun Firm." The first defendant paid him a visit and asked if 500 bags of flour came to Macao would he receive them on his behalf. He would come later and take delivery of them. He had never dealt with the defendant before, and enquired further about the business. The defendant told him that a friend of his in Hongkong had asked him to go to Macao and sell it for him. Later the police called and asked if he had received any flour. He then told what he knew and guided the police to where the defendant was staying. The second defendant was with the first defendant at the time, and they were both arrested.

After further evidence had been taken the Magistrate ordered the first defendant to be sent to prison for four months. The second defendant was discharged as there was not sufficient evidence to convict him.

THE AUSTRALIAN STOWAWAY.

THE MAGISTRATE ORDERS IMPRISONMENT.

Philip Gillmore, the Australian mechanic aviator, who stated that he was recently in the employ of the Chinese Government at Peking and now out of employment, was again brought before Mr. J. R. Wood at the Magistracy, yesterday, on a charge of having stowed away on the s.s. *Glengarry* from Shanghai to Hongkong.

When the case was called on the previous day Gillmore told his Worship that he stowed away to Hongkong because he hoped to work his passage from here to Australia on the s.s. *St. Albans*. The Magistrate put the case back to consider his sentence.

Addressing the defendant yesterday, his Worship said: You have pleaded guilty to stowing away on the s.s. *Glengarry* from Shanghai to Hongkong. I have thought over your case, and in order to prevent other people doing the same thing I must impose a sentence upon you. The sentence I impose is fourteen days' imprisonment with hard labour.

THE SENSATIONAL ARMS SEIZURE.

AMERICAN SHIP'S OFFICERS SENT TO PRISON.

The two American ship's officers of the s.s. *President Jackson*, named Gordon Hussey (First Assistant Engineer) and Charles Beamer (Engineer's Storekeeper), who were arrested near the Kowloon Ferry Wharf on Sunday afternoon for having in their possession four revolvers and 200 rounds of ammunition, without the permission of the Captain Superintendent of Police, appeared on remand before Mr. J. R. Wood at the Magistracy, yesterday morning.

The Magistrate on the previous day, put the case over in order that he might consider his sentence. When the case was called yesterday the Captain Superintendent of Police (Mr. E. D. C. Wolfe) and Mr. J. M. Hall (for the defendants) were present in Court. A number of friends of the defendants were also present. Defendants were dealt with together.

The Magistrate: Mr. Hall, have you anything further to say?

Mr. Hall: Nothing beyond what I said yesterday, your Worship, except that I ask for leniency. The first defendant, I understand, has a wife and children in America. I am instructed to ask you to deal with both defendants in as lenient a way as possible.

The Magistrate (addressing the defendants): I have asked you to stand up together, because what I have to say applies to you both. I do not believe the statements you have made that you brought these arms on shore with the intention of merely walking about with them and of carrying them back on to the ship. I do not believe that statement. It is clear to me that you took these arms ashore in order to get rid of them and that you were trading in arms. For that reason I must impose a heavy sentence upon you. The object of legislation here is to ensure that arms are in the possession of law-abiding people only. For that reason the Captain Superintendent of Police has been told to prevent the traffic in arms, especially at this time, because of the amount of disorder that there is in the neighbouring territories. For that reason I regard your intentions as serious, and I have no doubt that you thought of this before you came ashore. The sentence I impose upon each of you is six months' imprisonment with hard labour.

MANCHU EX-EMPEROR'S WEDDING HONOURS.

HIGHEST RANK FOR MR. R. F. JOHNSTON.

In connection with the Imperial wedding which has just taken place within the Forbidden City at Peking, Edicts were issued by the Manchu ex-Emperor conferring various honours on princes and high officials of his Court. The following, says a correspondent of the *N.-C. Daily News*, are among the persons honoured:—

Prince Ch'un (ex-Regent, father of the Emperor) is granted the privilege of wearing the Apricot Yellow Python Cloak.

Jung Yüan, father of the Empress, is granted the button of the highest official rank (*T'ou P'in Ting-tai*) and the privilege of riding on horseback in the Forbidden City.

Ch'en Pao-chên, Imperial Tutor, is advanced to the rank of Grand Guardian (*T'ai Pao*).

Chu I-fan, Imperial Tutor, is created a Junior Guardian (*Shao Pao*).

Mr. R. E. Johnston, Imperial Tutor, is granted the button of the highest official rank (*T'ou P'in Ting-tai*).

Shao Ying, Senior Minister of the Household, is created a Grand Guardian (*T'ai Pao*).

Ch'i Ling, a Minister of the Household, is created a Junior Guardian (*Shao Pao*).

Pao Hsi, a Minister of the Household, is granted the Peacock's Feather.

Yüan Li-chun is granted the privilege of wearing the Sable Robe.

Besides Prince Ch'un, several other members of the Imperial House are also the recipients of honours. The son of Prince Yi is granted the button of the highest official rank; Prince Tsai Jun, Prince Tsai Ying and Prince Yü Lang are granted the privilege of using the Yellow Bridle; Duke Tsai Tsê is elevated to the rank of *Beileh* (prince of the third order), and P'u Chieh (brother of the Emperor and son of Prince Ch'un) is created an Imperial Duke of the Second Degree (*Fu Kuo-Kung*).

[Mr. R. F. Johnston, the Imperial Tutor, who has received the button of the highest official rank, was formerly in the Hongkong Civil Service. He came to Hongkong as a cadet and filled various junior posts during his service in Hongkong.—ED. *H.D.P.*]

"THE OLD SWIMMIN' HOLE."

So well and charmingly does the story of "The Old Swimmin' Hole," the delightful picture which the Coronet management are at present showing, tell itself that in the whole of its six thousand feet it has been found unnecessary to insert a single explanatory sub-title. It is based on a very well known and popular American poem by Mr. James Whitcomb Riley and it presents a happy picture of healthy boyhood which cannot fail to evoke reminiscent chuckles from every grown man who sees it.

SEIZURE ON THE "NIPPON."

HEAVY SENTENCE ON STOREKEEPER.

As the result of a seizure of a large quantity of morphia and cocaine by the Monopolies Department on board the Lloyd Trestino steamer *Nippon*, which arrived here on November 23rd, Simione Perich, the chief storekeeper of the steamer, was charged before Mr. Dawson at Singapore with possession of morphia and being concerned in the importation of the stuff. Court Inspector Nicol conducted the prosecution, while Mr. R. Williamson defended the accused.

According to the evidence of Superintendent Woodhouse, who raided the vessel accompanied by revenue officers, he asked for the store-keeper on getting to the steamer. There was some difficulty in getting to him. He was escorted by one of the seamen to the store. While waiting at the door, witness's companion shouted out something and the accused opened the door from inside. He was bleeding from his right thumb, and on entering the store witness found that blood was spilled in different parts of the store, but seemed to originate from a crate containing bottles, by the side of which was a broken bottle. The revenue officer examined the crate and underneath the first layer of bottles was discovered a large parcel wrapped up in paper, which also had fresh blood stains. On opening the parcel it was found to contain morphia in white square cubes. On this discovery being made, witness took the accused in custody, but was not allowed to take him away from the ship until the Captain arrived. Witness also searched other parts of the ship.

Cross-examined by Mr. Williamson witness said he acted on information received. The nationality of the informer was Chinese. His instructions were not to go straight to the store, but he was asked to see the storekeeper. He also searched the dhobys' cabin. He unscrewed a mirror here and discovered a lot of cocaine. He was not looking for anybody else besides the storekeeper. He did not know if the chief steward was missing. He had heard since that one of the dhobies was missing.

Re-examined by Court Inspector Nicol, witness said in searching ships he often looked behind mirrors and between panels. Three of the dhobies were concerned in the possession of cocaine, but only two have been arrested.

The accused, in the box, stated that he had no knowedge of the morphia in the store. He had cut his finger while cutting cheese, and the blood spots all over the store were accounted for by his straining the blood and shaking his hand. There were three cases, including the one containing the contraband stuff, which were removed from the deck into the store.

Addressing the court, Mr. Williamson submitted there were presumptions against the accused, but under the ordinance the slightest doubt raised entitled the accused to an acquittal.

His Worship found the accused guilty and sentenced him to a fine of $750 or four months' rigorous.

The case against the two Chinese dhobies will be proceeded with later. Under the ordinance the Captain is also liable in case of a find of this sort and the charge against him is of allowing his steamer to be used for the importation of the contraband stuff. This will be proceeded with in the District Court early in January next, when the ship will be here next. In respect of the charge against the Captain, a representative of Messrs. Paterson Simons, the agents of the steamer, agreed to enter into a bond for $1,000 as security.—*Singapore Free Press.*

A rat recently killed in Penang was found to be a male, equal in size to a full grown cat, and measured 21 inches tip to tail. It turned the scale at 4 catties (5 1/3 lbs.).

The late Mr. G. H. Scidmore, United States Consul at Yokohama, who died on November 27th was the oldest American official in the Far East. His age was 68. Mr. Scidmore was admitted to the Bar in 1876. He was the Barrister and Solicitor of the British Court for Japan in 1893 and for several years was a lecturer on British and American Law. Mr. Scidmore had held many Consular appointments in the Far East, at one time being Vice-Consul-General at Shanghai. He had been Consul-General at Yokohama since 1913. Mr. Scidmore had a slight attack of apoplexy during the visit of the Prince of Wales to Yokohama on the occasion of the unveiling of the Memorial Arch. While the ceremony was proceeding Mr. Scidmore fainted and was carried off. Since then he had been in indifferent health. Mr. Scidmore died in his sleep.

A one to two sen tax on patrons of theatres in Yokohama has been proposed by officials of the Municipality, and if the innovation is approved the levy will be enforced in April, 1923, the municipal coffers being enriched Y. 100,000 yearly, it is said. Yokohama and Nagoya are said to be the only Japanese cities in which this so-called amusement levy is not collected. According to figures collected by the municipality 8,725,134 persons paid to view motion pictures or stage performances in the 29 theatres of Yokohama last year. In this figure is included the attendance at the Gaiety Theatre which also would be liable for the small per capita tax. More than 25,000 persons pay to see motion pictures or stage performances each day in Yokohama, officials say, and insist that the theatre-going public should not object to the infinitesimal tax which would be based on admission charge.

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"SMITH" AND "JONES."

LORD CHANCELLOR'S HUMOUR.

A welcome surprise was sprung upon the After-Dinner Club on October 18th. It had, in the King Edward VII. Rooms, met at dinner, a paradoxical proceeding which the president, Mr. Henry Arthur Jones, suggested should be followed in December by a five a.m. breakfast at a Covent Garden coffee stall. Among those who had accepted invitations to the dinner were the Lord Chancellor, who just before the dinner began explained by letter that "a most critical meeting of Ministers is being held, which it is indispensable I should attend." This was read with becoming solemnity by the chairman, who, however, was able to announce that he had just received a telephone message to the effect that Viscount Birkenhead hoped to arrive at half-past nine. Somewhat after the time indicated he took his place beside the chairman, and in reply to the toast of his health made a brilliantly witty speech, in which, turning to account a remark on the name of Smith, he gave an amusing dissertation on the advantages of possessing that surname.

Mr. Henry Arthur Jones, in proposing the toast of "Our Guests of Honour," said they were deeply indebted to the Lord Chancellor for having, under the stress of most important business, come to honour them and throw the cloak of his authority over their anomalous proceedings. (Laughter.) Sometimes he felt he was hardly qualified to sustain the dignity of being their president, but no such doubt assailed him in the duty he was to perform, for who could be competent or eminently fitted to propose the health of a Smith as a Jones? (Laughter.) He could estimate the magnitude of the achievement by which Lord Birkenhead had escaped from the disabilities of his surname. (Laughter.) For more than forty years he (Mr. Jones) had been trying to reform the English drama, and he was convinced it was his surname which had kept him from performing that gigantic task. (Laughter.)

Viscount Birkenhead, who was heartily cheered on rising, said it was a matter of very considerable disappointment to him that he was not able to be present at the dinner. "In the days in which we live," he added, "and in the degree of public contempt, which I am daily informed by many organs of the Press, the Government exists, I count myself most fortunate to be asked to dine at other people's expense in any respectable company at all. (Laughter.) The name of your club somewhat paradoxically illustrates the nature of to-night's festivity. Your meeting at dinner is almost as dishonest as the Coalition. (Laughter.) A somewhat interesting coincidence has been supplied by the name of Smith being proposed by one who bears the comparatively honoured name of Jones. (Laughter.) I do not pretend to believe that the name of Jones has, in the history of this country, or even in the history of Wales, played a part comparable with the number of persons who bear it. (Laughter.) How many famous Joneses have there been in the history of the world? But it is a positive advantage to bear the name of Smith. In everything which counts for distinction, power, and capacity to contribute to the agreeable, helpful, and majestic activities of our national life there is no name in the land which stands so high and unchallenged as the name of Smith. (Laughter.) We Smiths hold our heads high, and we are entitled to hold our heads high if we are fortunate enough to have blood run through our veins which has not been debased by alien or inferior admixture. We are descended from swarthy and worthy men with masculine power attuned to a necessary and worthy trade, and we have inherited a virile strain in our blood. If I should attempt to exhaust the list of the incomparable Smiths who have enriched our national life I should exhaust your patience and the time, having regard to three further political engagements to-night, which I have at my disposal. We who are Smiths reject absolutely from our company anyone who has tacked on a double name. Anyone who bears the name of Smith and debases that name by a hyphen, however short the connecting name may be, has parted from the company of the immortals, and no longer belongs to the glorious family, incomparably the greatest family in the Empire. (Laughter.)

"FOURTH AMONG THE HALF-WITS."

"I do not know," Lord Birkenhead proceeded, "that it is at all likely that I shall be Prime Minister. (Laughter.) So far as I can discover—and I read each day the *Morning Post*, the *Daily Mail*, and other papers—I am counted to be about fourth among the half-wits who are engaged in dissipating and destroying the resources and the strength of the British Empire and in treacherously attempting by subterranean methods to destroy the Unionist party. (Laughter.) Of course, one is a very bad judge in one's own case, and all one can do is to take note of the distinguished men who are making these criticisms. (Laughter.) One cannot measure them exactly, because they are mostly anonymous, and one never quite knows what they are to write about and how long it will last. (Laughter.) They completely disregard and wipe out anything that has happened before, and therefore I stand here to-night as one who is quite prepared to admit that there are men in this country of supreme and transcendental genius, unhappily not engaged in politics, but happily very conscious of the defects of those who are. Day by day and week by week, having no responsibility of any kind, they set themselves to abuse and disparage every Government which is in power, and if they can destroy this Government, as it is very likely with the assistance of our own excellent friends they may, then they may set themselves to create a new Government, which they can equally destroy.

(*Continued at foot of next column.*)

Proceeding, the Lord Chancellor said that if he were Prime Minister he would say that it would be entirely appropriate that the chairman, as he regarded the name of "Jones" as a stigma, should undoubtedly have a peerage. He was going back to the Prime Minister's house, and he would say to him that the greatest living writer of the Welsh name of Jones felt that it was due to him, that it was due to Wales, and that it was due to the Prime Minister, that he should immediately change his name. (Laughter.) He could not tell how the Prime Minister would receive that, but he would put it before Mr. Lloyd George that night very faithfully. (Laughter and cheers.)

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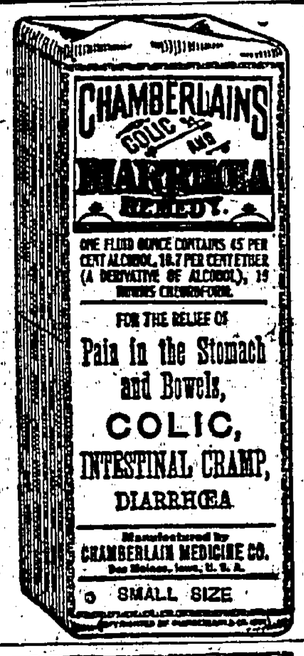

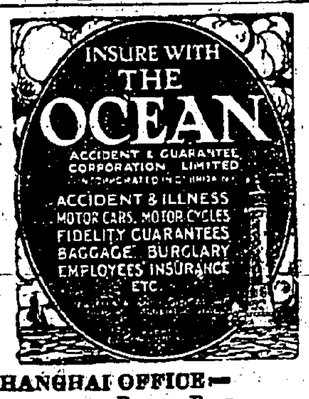

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HONGKONG.

EARL BEATTY ON THE NAVY.

SECURITY AT SEA VITAL TO EMPIRE.

A very cordial welcome was extended to Earl Beatty on October 18th when he visited Leeds to receive the freedom of the city and the honorary degree of Doctor of Law from the university. The double ceremony took place in the Majestic cinema. The freedom was conferred by the Lord Mayor (Mr. William Hodgson) and the university degree by Sir William Sadler, Vice-Chancellor of the university, in "grateful recognition of illustrious service to the nation and her Allies in the war."

In acknowledging the honour Earl Beatty said they must not forget the lessons of history which were borne in upon them more forcibly than ever during the late war. The chief of them was that security at sea was vital to the Empire. "We hear it stated," he went on, "that the development of aerial warfare will rob us of some of the main advantages of our insular position, that it will lessen the need for Naval defence. A study of all the problems involved will indicate how utterly fallacious is such a doctrine as this. Surely to study is necessary to appreciate the fact that the British Empire consists of something more than the British Isles. The strength of this widespread Empire lies in its physical as well as its moral unity, and its physical unity is and must always be maintained by the sea. We must not go below the minimum laid down at the Washington Conference. We could not rely upon forbearance of our friends for our continued existence as a great world power."

McGRIGOR'S BANK FAILURE.

London, November 6th.

The first meeting of creditors of McGrigor's Bank, lately Army Agents, was held in the Holborn Restaurant to-day with a crowded attendance. The Official Receiver stated that liabilities were £820,000. Assets included £639,000 in overdrafts and loans. The balance on the wrong side was £117,000. He very strongly condemned the absence of a balance-sheet. The Committee of Inspection elected Mr. Russel Kettle, of Messrs. Deloitte, Plender and Company, who was appointed Trustee. He considered that he would be able to pay a dividend of half-a-crown in the pound towards the end of next week. The meeting passed unanimously a resolution declaring that the War Office, by appointing the firm its agents without enquiring into its financial position, was morally, if not legally, liable for the firm's obligations, and urged the absolute necessity of the War Office making good the losses which were causing acute distress.

The partners, Sir James McGrigor and Mr. Albert Bliss, were absent from the meeting owing to illness. The former is suffering from a nervous breakdown. The Official Receiver said that Sir James stated that the business was just solvent when he entered it, but no balance-sheet was prepared, while the Profit and Loss account appeared in the private ledger. An account was submitted to the War Office in 1921 but was not sent to the Official Receiver and to the debtors. He stated that many temporary members of the staff during the war were incompetent. Cheques were honoured which should not have been honoured and customers were allowed to overdraw without authority. A large number of temporary customers withdrew their accounts on demobilisation. This was a heavy drain on the resources of the Bank.

The Chairman criticised the neglect in supervising the book debts and mentioned an advance of £80,000 made 22 years ago to a person who was now dead which still stood in the books against a few securities of small value.

The meeting requested the Earl of Derby to grant an early interview with the Trustees and the Secretary.

A PARTNER'S DEATH.

London, November 7th.

Mr. Bliss, the junior partner of McGrigor's Bank whose death has been announced, suffered for a month from a combination of maladies, including paralysis of the limbs, failing vision, and arterial disease, but struggled to the last to keep in touch with the business. He was privately married three weeks ago to Mrs. Dorothy Pellen, a wealthy Rochester lady who nursed him in the critical stages of his illness.

London, November 8th.

Interviewed to-day with regard to her paying in a cheque for £100,000 to McGrigor's Bank the day before the crash Lady Strathcona said that she did it with her eyes open, because Sir J. McGrigor was an old friend. It appears that Sir J. McGrigor used the money to close off a bank overdraft, thus realising securities held by a creditor of the Bank and putting McGrigor's in funds to the extent of £50,000 which would be available for creditors.

Questioned with regard to the prospect of Government intervention a War Office official said that it was impossible for the Government to decide until the Trustee and Committee of Enquiry had completed their investigations.

The Right Hon. William Abraham, the Welsh Labour leader, well known as "Mabon," Labour M.P. for the Rhondda Valley Division, 1885-1918, and for West Rhondda, 1918-1920, who at the age of 10 commenced work in the mines, left estate of the gross value of £23,342.

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L. S. HOLUM.
Hongkong, October 2nd 1920.

DAIRY FARM NEWS.

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THERAPION No. 3
THERAPION No. 2
THERAPION No. 1

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

TSINGTAU via SWATOW & SHANGHAI	"YATSHENG"	...Thursday,	7th Dec.,	10 a.m.
HAIPHONG via HOIHOW	"MINGSANG"	...Friday,	8th Dec.,	10 a.m.
MANILA	"LOONGSANG"	...Friday,	8th Dec.,	3 p.m.
STRAITS & CALCUTTA	"KUTSANG"	...Saturday,	9th Dec.,	3 p.m.
BANGKOK via SWATOW	"CHILDAR"	...Monday,	11th Dec.,	10 a.m.
TSINGTAU via SWATOW & SHANGHAI	"HOPSANG"	...Tuesday,	12th Dec.,	8 a.m.
TSINGTAU via SWATOW & SHANGHAI	"HANGSANG"	...Thursday,	14th Dec.,	10 a.m.
SANDAKAN	"MAUSANG"	...Thursday,	14th Dec.,	Noon.
STRAITS & CALCUTTA	"LAISANG"	...Friday,	15th Dec.,	3 p.m.
BANGKOK via SWATOW	"KWAISANG"	...Monday,	18th Dec.,	10 a.m.
KOBE	"HOSANG"	...Thursday,	21st Dec.,	Noon.
STRAITS & CALCUTTA	"NAMSANG"	...Wednesday,	3rd Jan.,	3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtsze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly, for passengers and cargo calling at Hoihow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers s.s. "HINSANG" and s.s. "MAUNANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat Jesselton, Lubuan Tawao and Labad Dat.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "KUTSANG" will be despatched on or about Saturday, 9th Dec., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

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Telegrams: Ottoman. No. 21.

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OUTWARDS.

Vessel.	Due Hongkong.
"GLENEAGLES"	18th December.
"GLENSANDA"	1st January.
"WADORSHIRE"	15th January.
"GLENSHANE"	26th January.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENIFFER"	7th Jan.,	London, Hull, Antwerp, Rotterdam & Hamburg.
"CARNARVONSHIRE"	17th Jan.,	Genoa, London, Hull, Rotterdam & Hamburg.

Movement are subject to change without notice.

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IN TAIWAN (FORMOSA)

Taihoku—Taiwan Railway Hotel.

IN CHOSEN

Keijo (Seoul)—Chosen Hotel; Fusan—Fusan Station Hotel; Shingishu—Shingishu Station Hotel.

IN MANCHURIA

Changchun—Yamato Hotel; Dairen—Yamato Hotel; Hoshigaura—Yamato Hotel; Harbin (Manchuli)—Yamato Hotel; Ryojun (Port Arthur)—Yamato Hotel.

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SHIPPING NEWS

ARRIVALS.

December 5th.

Derwent, British str., 1,362 tons, Capt. C. R. Benstead, from Saigon, with rice.—Thai Thuan.

Harmnasan Maru, Japanese str., 1,867 tons, Capt. I. Utsuye, from Dairen, with coal.—Mitsui & Co.

Hirano Maru, Japanese str., from Canton

Kaipeng, French str., 177 tons, Capt. A. Maraschini, from Pakhoi, with a general cargo.—Sing Kee.

Karmala, British str., 5,687 tons, Capt. G. E. Butler, from Shanghai, with a general cargo.—Mackinnon, Mackenzie & Co.

Laisang, British str., 2,224 tons, Capt. H. E. Gilroy, from Singapore, with a general cargo.—J.M. & Co.

Natrung, British str., 2,898 tons, Capt. A. D. Hopkirk, from Hoihow, with a general cargo.—Nemazee.

Sinkiang, British str., 1,616 tons, Capt. C. W. Plunkett Cole, from Shanghai, with a general cargo.—B. & S.

Wosang, British str., 1,728 tons, Capt. T. S. King, from Shanghai, with a general cargo.—J.M. & Co.

CLEARANCES.

December 5th.

Achilles, for Kutchinotzu.
Ah Pit Tai, for K. C. Wan.
Haicking, for Swatow.
Karmala, for Singapore.
Kwai Wah, for Tourane.
Kwangchow, for Swatow.
Nam Wah, for Hoihow.
President Wilson, for Shanghai.
Prominent, for Saigon.
Seattle Maru, for Saigon.
Sinkiang, for Canton.
Sui Yik, for Shanmi.
Wosang, for Canton.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Mantua* arrived at London on December 2nd.

The N.Y.K. s.s. *Nagato Maru* (Bombay line) left Kobe for Hongkong *via* Moji on December 2nd, and is expected here on December 9th.

The E. & A. Co.'s s.s. *Arafura* left Manila for this port on December 5th, a.m., with the outward Australian mails, and is due here on December 7th, at about 9 a.m.

VESSELS EXPECTED.

Arafura (E. & A.), due Dec. 9th.
C. of Dunkirk (Bank Line), due Dec. 29th.
City of York (Bank Line), due Dec. 21st.
Diomed (Blue Funnel), due Dec. 23rd.
Empress of Australia, due Dec. 14th.
Hakozaki Maru (N.Y.K.), due Dec. 8th.
Kamo Maru (N.Y.K.), due to-day.
Keemun (Blue Funnel), due Dec. 22nd.
Matsuye Maru (N.Y.K.), due Dec. 7th.
Mentor (Blue Funnel), due to-day.
President Lincoln (P.M.), due Dec. 23rd.
President Taft (P.M.), due Dec. 19th.
Sicilia (P. & O.), due Dec. 7th, 6 a.m.
Tamba Maru (N.Y.K.), due Dec. 14th.
Theseus (Blue Funnel), due Dec. 28th.
Tokushima Maru (N.Y.K.), due Dec. 8th
Tosa Maru (N.Y.K.), due Dec. 10th.
Yoshino Maru (N.Y.K.), due Dec. 14th.

FIRST MOTOR LINER.

B.I. VESSEL "DOMALA" ARRIVES IN CALCUTTA.

The first London-Calcutta run of the new B.I.S.N. motor-ship *Domala* was entirely satisfactory, Chief Engineer Robertson told *The Englishman*. The *Domala*, arriving as the forerunner of a fleet of five more B.I. motor-ships coming to India, is the first ship to carry the British-designed Diesel engine made by the North British Diesel Engine Co. of Glasgow. Other ships have carried British made oil engines, but previous designs were based on the Danish Diesel.

The *Domala* was built to make the same speed as the M-type B.I. steamers, namely, about 13 knots, and she has been able to do it without effort on the trip out.

The design is by no means perfect, said Mr. Robertson. A number of improvements have suggested themselves already.

The motor-ship seems destined to become more and more popular as both cargo and passenger carrier. It costs less to operate than one propelled by steam and burning either coal or oil. The motor ship is cleaner than a coal burner, because there are no cinders or soot to worry the passengers. A larger skilled engine-room force, and a smaller unskilled crew takes care of the motors. The *Domala* carries ten engineers and two electricians, against eight men carried by a steamer of the same size. Only 21 Indian engineering crew are required, instead of 45 for a steamer.

The *Domala* has an eliptical funnel which is merely a piece of scenery to carry the two white stripes of the B.I.S.N. Danish motor ships have no funnels, and the *Domala's*, which is so narrow that it can scarcely be seen by a person looking at it end on, is not essential.

But we had to have it to put the white stripes on, said the chief engineer. A B.I. ship wouldn't go without the stripes.

The *Domala* can carry enough fuel to make the trip out and return, but in order to have a reserve on hand, the ship bunkers at Aden coming and going.

WEATHER REPORT.

December 5th, at 2.10.—Warning to Hongkong, Coast Ports.:—N.N.E gale in Formosa Channel.

Dec. 5th, at 11.17.—Pressure has increased considerably over China and slightly over the Philippines. It has decreased very considerably over central and N.E. Japan.

A very strong anticyclone is central over the lower Yangtze Valley and a deep depression to the east of Tokyo.

Monsoon gales may be expected along the E. coast of China and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m., 6th Dec., 0.0 inch. Total since January 1st, 68.70 inches, against an average of 82.12 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast
Hongkong to Gap Rock	N.E. winds, strong; fair.
Formosa Channel ...	N.E. gale
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

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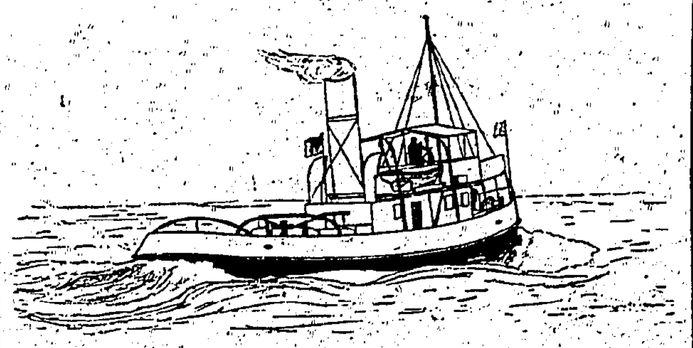

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Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

SHIDZUOKA MARU ... Wednesday, 20th Dec., at 11 a.m.
YOKOHAMA MARU (calling Manila) ... Thursday, 11th Jan., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

HAKOZAKI MARU ... Saturday, 9th Dec., at 11 a.m.
KITANO MARU ... Wednesday, 20th Dec., at 11 a.m.

HAMBURG via LONDON, ROTTERDAM.

LISBON MARU ... Sunday, 10th Dec.

LIVERPOOL via MARSEILLES.

TATSUNO MARU ... Wednesday, 6th Dec.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU ... Tuesday, 19th Dec., at 11 a.m.
YOSHINO MARU ... Tuesday, 16th Jan., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

DURBAN MARU ... End of December.

BUENOS AIRES via Singapore, Delagoa Bay, Durban & Cape Town.

BOMBAY via Singapore and Colombo.

NAGATO MARU ... Sunday, 10th Dec.
TAKAOKA MARU ... Friday, 15th Dec.

CALCUTTA via Singapore, Penang & Rangoon.

TOKUSHIMA MARU ... Saturday, 9th Dec.
CEYLON MARU ... Tuesday, 19th Dec.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Friday, 15th Dec., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

NAGASAKI MARU ... Thursday, 7th Dec.
KAMO MARU ... Thursday, 7th Dec., at 11 a.m.

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U.S.S.B. "Apus" ... Due Hongkong 10th Dec. Leave Hongkong 11th Dec.
U.S.S.B. "Apus" ... Due Hongkong 28th Dec. Leave Hongkong 29th Dec.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

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Steamers	From	Expected on or about	Will Leave on or about	For
TJISONDARI ...	Batavia	In port	7th Dec.	Shanghai.
TJILIWONG ...	Amoy	17th Dec.	18th Dec.	Batavia via Banka.
TJIKINI ...	Amoy	23rd Dec.	24th Dec.	Makassar & Soerabaia.

Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon Passengers. All steamers carry a duly qualified surgeon Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage apply to the JAVA-CHINA-JAPAN LIJN.

York Buildings, First-floor. Telephone No. 1574.

VEREENIGDE NEDERLANDSCHE SCHEEPVAARTMAATSCHAPPIJ

(United Netherlands Navigation Company).

HOLLAND—OOST AZIE LIJN

(Holland—East Asia Line)

(Members of the Straits, China and Japan Conferences)

Regular monthly service between

JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA AND AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN

Sailings, subject to alterations.

Arrivals from Europe.

S.S. "ROEPAT" ... about 19th December, 1922.
S.S. "SCHIEDYK" ... about 16th January, 1923.

Sailings to Europe.

Steamers	For.	Sailing on or about
"OUDERKERK" ...	Rotterdam, Amsterdam, Hamburg & Bremen	8th Dec.
"OLDEBERK" ...	Amsterdam, Rotterdam, Hamburg & Bremen	6th Jan.
"ROEPAT" ...	Rotterdam, Amsterdam, Hamburg & Bremen	Begin. Feb.

For full particulars please apply to— JAVA-CHINA-JAPAN LIYN

General Agents, York Buildings.

"ELLERMAN" LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

s.s. "CITY OF YORK" ... ...22nd Dec. ...Shanghai, Kobe & Yokohama.

HOMEWARDS.

"CITY OF PARIS" ... ...23rd Dec. ...Marseilles, London & Rotterdam.

PASSENGER SERVICE.

s.s. "CITY OF PARIS" ... ...23rd Dec. ...Marseilles & London.
s.s. "CITY OF YORK" ... ...14th Feb. ...Marseilles & London.
s.s. "CITY OF SIMLA" ... ...mid. March...Marseilles & London.
s.s. "CITY OF POONA" ... ...mid. April ...Marseilles & London.

Subject to change without notice.

For further particulars apply to:—

REISS & CO., CANTON. THE BANK LINE, LTD.

(Tel. Central 730) [21

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN SS. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

s.s. "AGAPENOR" ... ...via Suez Canal ... ... 8th December.
s.s. "CITY OF PITTSBURG" ... ...via Suez Canal ... ... 15th December.
s.s. "CALCHAS" ... ...via Suez Canal ... ... 24th December.
s.s. "MACHAON" ... ...via Suez Canal ... ... 15th January.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, OR THE BANK LINE, LTD. HONGKONG.
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. REISS & CO., CANTON.

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M. SERVICES CONTRACTUELS des MESSAGERIES MARITIMES M.

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailing for S'hai. and Japan.	Probable Sailing from Hongkong for Marseilles.
ANDRE LEBON	16th Nov.	10th Dec.	9th Jan., 1923.
AMBOISE	24th Nov.	29th Dec.	23rd Jan., "
CORDILLERE	1st Dec.	5th Jan.	6th Feb., "
ANGKOR	15th Dec.	19th Jan.	20th Feb., "
ANGERS	29th Dec.	2nd Feb.	6th March, "

RATES OF PASSAGE MONEY IN FORCE FOR THE PRESENT TO MARSEILLES.

A CLASS STEAMERS { 1st Class.....£120. 0s. 0d. / 2nd " .....£ 86. 0s. 0d. }
B CLASS STEAMERS { 1st Class.....£110. 0s. 0d. / 2nd " .....£ 80. 0s. 0d. }

RAIL TICKETS ISSUED FOR LEADING TOWNS OF EUROPE, ETC., ETC.

LIGNE COMMERCIALES (CARGO BOATS).

s.s. "C. MAGES," sailing about 18th Dec., for HAVRE, DUNKIRK & ANTWERP.
s.s. "C. DORISE," sailing about End Jan., 1923, " "

Sailings and dates subject to alteration without notice.

For further Particulars apply to:—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740. 3, QUEEN'S BUILDINGS.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms. Saloons and Excellent cuisine

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days

* HAIFOONG ...	Capt. W. B. Turnbull	Friday,	8th Dec., at 12 Noon.
HAIHONG ...	Capt. W. C. Passmore	Tuesday,	12th Dec., at 1 p.m.
HAICHING ...	Capt. J. S. Thomson	Friday,	15th Dec., at 1 p.m.

* Calling at Amoy for Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR:—
THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE:—TOKIO

No. 14, PEDDER ST., HONGKONG.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

P.S.	Tons	From Hongkong (about)	Destination
"KARMALA"	9,000	8th Dec., 11 a.m.	Bombay, Mars., L'don. & A'werp.
"SICILIA"	6,700	19th Dec.	S'pore., Penang, Colombo & Bombay
"KASHGAR"	9,000	27th Dec.	Bombay, Mars., L'don. & A'werp.
"PLASSY"	7,900	10th Jan., 1923	Marseilles, London & Antwerp.
"SARDINIA"	6,580	24th Jan.	do.
"NELLORE"	6,858	7th Feb.	do.
"DELTA"	8,000	7th Feb.	do.
"KHIVA"	9,000	21st Feb.	do.
"MOREA"	11,000	7th Mar.	Bombay, Mars., L'don. & A'werp.
"KASHMIR"	9,841	21st Mar.	Marseilles, London & Antwerp.
"DONGOLA"	8,000	4th Apr.	do.
"NANKIN"	7,000	18th Apr.	do.
"KARMALA"	9,000	2nd May	do.
"KASHGAR"	9,000	16th May	do.
"NYANZA"	7,000	30th May	do.

BRITISH INDIA-APCAR SAILINGS

"TORILLA"	5,200	22nd Dec.	Singapore, Penang & Calcutta.
"JAPAN"	6,000	31st Dec.	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	3rd Jan.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal

SAILING TO SHANGHAI & JAPAN

"SICILIA"	6,700	9th Dec. noon	Shanghai.
"ARAFURA"	6,000	9th Dec.	Japan direct.
"JAPAN"	6,000	10th Dec.	Japan.

All dates are presumed and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Hongkong must defray their own Hotel expenses at Singapore while await in the on carrying steamer.

First Saloon Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Rates, Freights Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

Tel. No. 1 Four Four Four Central. HONGKONG. Agents. [1

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM ANTWERP & MARSEILLES—
Monthly direct service via Singapore and Port Said.
"SHUNKO MARU" ... ... Saturday, 16th Dec.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.
"JAVA MARU" ... ... Wednesday, 6th Dec.
"BURMA MARU" ... ... Thursday, 21st Dec.

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.

CALCUTTA via SINGAPORE & RANGOON.
"SEIKAI MARU" ... ... Tuesday, 12th Dec.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Darien—Taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service.
"ALABAMA MARU" ... ... Thursday, 21st Dec.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco Panama and Cuban Ports.
"HAMBURG MARU" ... ... Friday, 8th Dec.

NEW ORELEANS LINE via SUEZ:
JAPAN PORTS—Kobe & Yokohama
"PARIS MARU" ... ... Tuesday, 19th Dec.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passenger.
"KAIJO MARU" and "AMAKUSA MARU" ... ... Every Sunday, 10 a.m.

TAKAO via SWATOW & AMOY.
"SOSHU MARU" ... ... Thursday, 14th Dec.

For sailing dates and further particulars please apply to:—
Tel. Central No. 4090. K. SHIMA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "GOTHIC PRINCE" ... End of December.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,
(Incorporated in Great Britain),
Telephone: Central 2105. 5th, Georges Building,
Telegrams (Farnessian).

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
SHANGHAI & TSINGTAO	"KANCHOW" ...	On 6th Dec., 4 p.m.
AMOY & SHANGHAI	"SOOCHOW" ...	On 7th Dec., D.L.
SWATOW & AMOY	"CHENAN" ...	On 7th Dec., 10 a.m.
SHANGHAI & TSINGTAO	"SINKIANG" ...	On 9th Dec., D.L.
SWATOW, AMOY & SHANGHAI ...	"KAIFONG" ...	On 10th Dec., D.L.
SHANGHAI & TSINGTAO	"YINGCHOW" ...	On 12th Dec., D.L.
SWATOW & BANGKOK	"KALGAN" ...	On 12th Dec., 10 a.m.
HOIHOW, PAKHOI & HAIPHONG ...	"YUNNAN" ...	On 12th Dec., 10 a.m.
TIENTSIN	"KUEICHOW" ...	On 13th Dec., 4 p.m.
AMOY & SHANGHAI	"SUIYANG" ...	On 14th Dec., D.L.
SHANGHAI & TSINGTAO	"SUNNING" ...	On 15th Dec., D.L.
HOIHOW & BANGKOK	"LINAN" ...	On 16th Dec., 10 a.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pakow), Tuesdays and Saturdays (extending to Tsingtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to transhipp at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE
TELEPHONE CENTRAL 33. (JOHN SWIRE & SONS, Ltd.)
Agents.

CARGO & BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila & Australian Port.
"TAIYUAN" ...	2nd Dec.	8th Dec., 4 p.m.
"CHANGSHA" ...	30th Dec.	4th Jan.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Medical Stores Cargo booked through to all Australian, New Zealand & Tasmanian Ports

For freight and passage apply to— BUTTERFIELD & SWIRE
Telephone Central No. 26. (JOHN SWIRE & SONS, LTD.), Agents.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

s.s. "WRAY CASTLE" ... ... sailing on or about 18th December.
s.s. "BOWES CASTLE" ... ... sailing on or about Middle January

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

s.s. "FIUME" ... ... sailing on or about 19th January.

FOR BRINDISI, VENICE & TRIESTE

s.s. "NIPPON" ... ... sailing on or about 29th December.
s.s. "FIUME" ... ... sailing second half of January.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

s.s. "UMONA" ... ... sailing on or about 20th December.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LIMITED,
Agents.

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PACIFIC MAIL S.S. CO.,

MANAGING AGENTS,

U.S. SHIPPING BOARD EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE
Freight and Passengers
Fare to European Ports U.S. G.$620.50 First Class Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

	Leaves Hongkong	Arrives San Francisco
S.S. "PRESIDENT WILSON" ...	...Dec. 6th	Dec. 29th.
S.S. "PRESIDENT TAFT" ...	...Dec. 20th	Jan. 17th, 1923.
S.S. "PRESIDENT LINCOLN" ...	...Jan. 3rd, 1923 ...	Jan. 25th, 1923.

"This steamer proceeds homeward via Manila and thence direct to Shanghai and usual ports.

"Sailings and Fares Subject to change without Notice."

HONGKONG-MANILA SERVICE

	Leaves Hongkong	Arrives Manila
S.S. "PRESIDENT TAFT" ...	...Dec. 20th	Dec. 22nd.
S.S. "PRESIDENT LINCOLN" ...	...Dec. 24th	Dec. 26th.

HONGKONG-CALCUTTA SERVICE

For CALCUTTA via SINGAPORE, PENANG AND RANGOON.

S.S. "JACOX" ... ... Dec. 21st.

TAMPA-INTER-OCEAN S.S. CO.

For HAVANA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE & NEW YORK.

S.S. "PATRICK HENRY" ... ... Dec. 7th.
S.S. "JADDEN" ... ... Dec. 25th.
S.S. "HEFFRON" ... ... Feb. 6th 1923.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone Central 141. Cable Address, "MOSHO." Union Building, Hongkong
Agents for Cheques—HONGKONG & Co. [8

POST OFFICE NOTICE.

On and after 1st December, 1922, the rate of postage on letters posted in Hongkong addressed to Clinton will be 4 cents for each oz. or any fraction thereof.

INWARD MAILS.

From	Per	Due
Australia and Manila	*Victoria*	6th inst.
Straits	*Kamo Maru* ...	6th inst.
Straits	*Sicilia*	7th inst.
Straits	*Matsuya Maru* ...	7th inst.
Shanghai	*Yunnan*	7th inst.
Australia & Manila	*Arafura*	8th inst.
Shanghai and Japan	*Hakozaki Maru* ...	8th inst.
Japan	*Tokushima Maru*	8th inst.
Europe, via Suez (Letters and Papers London, 9th Nov.)	*Japan*	9th inst.
Japan	*Nagato Maru* ...	9th inst.
Straits	*Toba Maru* ...	10th inst.
Australia & Manila	*Yoshino Maru* ...	14th inst.
Straits	*Tamba Maru* ...	14th inst.

OUTWARD MAILS.

For	Per	Date
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Bombay, Aden, Egypt & EUROPE via MARSEILLES—due Marseilles, 7th Jan. 1923.	*Karmala* ...	Wednesday, 6th, Letters 6th, 9.00 A M
Shanghai, Japan, Honolulu, Canada, U.S.A. Central & South America & *EUROPE via SAN FRANCISCO—due San Francisco 28th Dec.	*Pres. Wilson* ...	Wednesday, 6th, Registration Letters... 9.15 A M 10.00 A M
Saigon	*Tjitarum* ...	Wednesday, 6th, 2.00 P M
Shanghai	*Anchow*	Wednesday, 6th, 2.00 P M
Amoy	*Soochow*	Wednesday, 6th, 5.00 P M
Saigon	*Haiyang*	Wednesday, 6th, 5.00 P M
Pakhoi	*Kaiping*	Wednesday, 6th, 5.00 P M
*Swatow and Amoy	*Chenan*	Thursday, 7th, 8.00 A M
Shanghai	*Tjisondari* ...	Thursday, 7th, 10.00 A M
Straits and Bangkok	*Van Uloon* ...	Thursday, 7th, 11.00 A M
Saigon, *Straits, Mauritius Durban & Delagoa Bay	*Armenestan* ...	Thursday, 7th, 2.00 P M
Swatow	*Hydrangea* ...	Thursday, 7th, 2.30 P M
Keelung	*Daibushi Maru* ...	Thursday, 7th, 3.30 P M
Hoihow and Haiphong	*Mingyong*	Friday, 8th, 8.00 A M
Java and Port Moresby via Batavia	*Samarang Maru* ...	Friday, 8th, 8.00 A M
Philippine Islands, Sandakan, Australia & New Zealand via Thursday Islands—due Thursday Islands 22nd Dec	*Taiyuan* ...	Saturday, 8th, Registration 1.15 P M Letters 2.00 P M
Shanghai	*Sinkiang*	Friday, 8th, 5.00 P M
Straits, Ceylon, Mauritius, L. M. S. Africa, India via D'kodi, Egypt & EUROPE via MARSEILLES—due Marseilles, 10th Jan. 1923 ...	*Hakozaki Maru*	Friday, 8th, Registration Saturday, 9th Letters 9.00 A M
Swatow, Amoy and Foochow	*Haifuong*	Friday, 8th, 11.00 A M
*Philippine Islands	*Loongsang* ...	Friday 8th, 2.00 P M
Shanghai	*Sicilia*	Saturday, 9th, 10.00 A M
Straits, Bangkok, Calcutta & Aden ...	*Anhsang*	Saturday, 9th, 1.00 P M
Philippine Islands	*Talthybius* ...	Saturday, 9th, 5.00 P M
Swatow, Amoy, and Keelung	*Kaijo Maru* ...	Sunday, 10th, 9.0 A M
Swatow and Bangkok	*Childar*	Monday, 11th, 8.00 A M
Swatow, Amoy and Foochow	*Haikong*	Tuesday, 12th, Noon

*Correspondence bearing vessel's name only.

COMMERCIAL

OPENING QUOTATIONS.

5th December, 1922.

On London.—	
Telegraphic Transfer	2/4
Bank Bill, on demand	2/4 7/16
Bank Bill, at 30 days' sight	—
Banks Bills, at 4 months' sight	2/4
Credits, at 4 months' sight	2/5 5/16
Documentary Bills 4 months' sight	2/5 7/16
On Paris.—	
Bank Bills, on demand	765
Credits, 4 months' sight	805
On New York.—	
Bank Bills, on demand	53⅞
Credits, at 60 days' sight	55⅛
On Bombay.—	
Telegraphic Transfer	—
Bank Bills, on demand	178
On Calcutta.—	
Telegraphic Transfer	—
Bank Bills, on demand	178
On Shanghai.—	
Bank Bills, at sight	—
Private, 30 days' sight	—
On Yokohama.—On demand	110
On Manila.—On demand	103
On Singapore.—On demand	101
On Batavia.—On demand	187½
On Haiphong.—On demand	nom.
On Saigon.—On demand	—
On Bangkok.—On demand	88½
Sovereigns, Bank's Buying rate	$ 8.24
Gold Leaf 100 fine per tael	—
Bar Silver per oz.	33 3/16d

Hongkong	18 cent	Spot	$0 7 Premium
Hongkong	30 "	"	2 00 Discount
Canton	30 "	"	24 30 "
Canton	18 "	"	6.00 "

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office, Hongkong.

Paid-up Capital $30,000,000
Reserve Funds:—
Sterling £4,500,000
Silver $32,000,000
Reserve Liability of Proprietors $30,000,000

Court of Directors:

G. M. Dowell, Esq.—Chairman.
Hon. Mr. A. O. Lang.—Deputy Chairman.
D. G. M. Bernard, Esq. | Hon. Mr. E. V. D. Farr
A. M. Bowes-Smith, Esq | W. L. Pattenden, Esq.
G. T. M. Eskine, Esq. | H. P. White, Esq.
P. H. Holyoak, Esq.

Chief Manager:
Hon. Mr. A. G. Stephen.

Manager: Hongkong—A. H. Barlow, Esq.
Manager: Shanghai—G. H. Stitt, Esq.

London Bankers:
London County Westminster & Parr's Bank, Ltd.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, 14th November, 1922. [8

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the Hongkong & Shanghai Banking Corporation,
A. G. STEPHEN,
Chief Manager.

Hongkong, 14th November, 1922. [9

CHARTERED BANK OF INDIA AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853
Head Office—London.

Paid-up Capital £3,000,000
Reserve Fund £3,700,000
Reserve Liability of Proprietors ... £3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT,
Manager.

Hongkong, March 30th, 1921. [49

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)

Established 1824.

A. Capital ...	F. 100,000,000	$2,333,333
Paid-up Capital	F. 90,000,000	$2,586,666
Reserve Fund	F. 19,445,200	$1,620,433
Special Reserve	F. 28,480,000	$1,888,333

Head Office:—Amsterdam.

Branches at
The Hague:—Rotterdam.
Head Agency:—Batavia.

BRANCHES:—

Bandjermasin	Macassar	Singapore
Bandoeng	Medan	Soerabaia
Bombay	Padang	Soerakarta
Calcutta	Palembang	(Solo)
Cheribon	Pekalongan	Taking Ting (Deli)
Djember	Penang	
Djokjakarta	Pontianak	Tegal
Kobe	Rangoon	Telok Betong
Kota-Radja	Samarang	Tjilatjap
Langsa	Shanghai	Weltevreden

Correspondence at Colombo, Madras Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.

London Bankers:—The National Provincial and Union Bank of England, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transacts banking business of every description.

W. H. GROSKAMP,
Agent.

Hongkong September 4th, 1922. [

CAPSTAN NAVY CUT
TOBACCO
"Beautifully Cool and Sweet Smoking."

This advertisement is issued by the British-American Tobacco Co. (China), Ltd.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(Direct).

"PHEMIUS"	9th Dec.	London, Rotterdam & Antwerp.
"ALCINOUS"	11th Dec.	Amsterdam, London & Hamburg
"MENTOR"	23rd Dec.	London, Amsterdam & Antwerp.

LIVERPOOL SERVICE
(Direct or via Continental Ports).

"MERIONES"	20th Dec.	Genoa, Marseilles, Liverpool & Glasgow
OANFA"	23rd Dec.	Marseilles, Havre, Liverpool & Glasgow.
"KEEMUN"	20th Jan.	Genoa, Marseilles, Liverpool & Glasgow.

PACIFIC SERVICE
(via Kobe and Yokohama).

"TALTHYBIUS"	19th Dec.	Victoria, Seattle & Vancouver.
"TYNDAREUS"	12th Jan.	

NEW YORK SERVICE
(via Suez or Panama).

"AGAPENOR"	8th Dec.	via Suez.
"CALCHAS"	24th Dec.	via Suez.
"MACHAON"	15th Jan.	via Suez.

PASSENGER SERVICE

"MENTOR"	8th Dec.	for Shanghai.
"MENTOR"	23rd Dec.	for Singapore & London.
"TEIRESIAS"	12th Feb.	for Singapore & London.
"PYRRHUS"	9th Apr.	for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO
BUTTERFIELD & SWIRE
(John Swire & Sons, Ltd.),
AGENTS.

ASIA BANKING CORPORATION

AN AMERICAN INSTITUTION. SURPLUS U.S. $1,100,000.

CAPITAL U.S. $4,000,000.

Controlled by a group of large American Banks and operated under laws of the Federal Reserve Bank, and the New York State Banking Department.

Current and Savings Accounts and Fixed Deposits opened in U.S. Currency, Sterling, France, Pesos and Local Currency upon application.

Through our correspondents in all parts of the World we are qualified to render an International Banking Service that is economical, accurate and prompt.

HEAD OFFICE IN THE UNITED STATES,
NEW YORK

HEAD OFFICE IN THE FAR EAST:
SHANGHAI

BRANCH OFFICES:
PEKING, TIENTSIN, HANKOW, CANTON, HONGKONG
SINGAPORE, MANILA, SAN FRANCISCO.

D. M. BIGGAR,
MANAGER.

THE MERCANTILE BANK OF INDIA, Limited.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital	$3,000,000
Subscribed Capital	$1,800,000
Paid-up Capital...	$1,050,000
Reserve Fund	$1,150,000

BANKERS
The Bank of England,
The London Joint City & Midland Bank Ltd.

BRANCHES:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kota Bharu	Port Louis (Mauritius).	

HONGKONG BRANCH.

Every description of Banking and Exchang business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager.

7, Queen's Road Central.
Hongkong, January 17th, 1922. [42

THE CHINESE MERCHANTS BANK, LTD.

華商銀行有限公司

HEAD OFFICE
Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. C. LAU,
Chief Manager.

THE BANK OF CHINA.

中國銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorised Capital	$40,000,000.00
Paid-up Capital	12,279,200.00
Reserve Funds	8,607,672.09

HEAD OFFICE—PEKING.

HONGKONG BRANCH:—4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York, New York Bankers:—The Irving National Bank.

The Equitable Trust Company New York.

Interest allowed on Current Account and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities in Home Exchange.

TSUYEE FEI,
Manager.

Hongkong, September 8th, 1921.

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 10 Des Voeux Road C, HONGKONG.
Established 1919.

Authorised Capital ...	$10,000,000.00
Paid-up Capital ...	5,000,000.00
Reserve Fund ...	200,000.00

DIRECTORS:

Mr. Pong Wai Tiew, Chairman,
Hon. Mr. Chow Shou Son,
Mr. Li Koon Chun,
Mr. Fung Ping Shan,
Mr. P. K. Kwok,
Mr. Kan Chin Nam,
Mr. Huynh Tai,
Mr. Kan Ying Po,
Mr. Mok Ching Kong,
Mr. Wong Yun Tong,
Mr. Chan Ching Shak,
Mr. Ng Chang Lak.

Chief Manager — Mr. Kan Yan Po,
Asst. Manager — Mr. L. Tse Fong.

BRANCHES & AGENCIES:—

LONDON	NEW YORK
PARIS	SAN FRANCISCO
SHANGHAI	YOKOHAMA
KOBE	SAIGON
NAGASAKI	PENANG
SINGAPORE	HANKOW
TIENTSIN	BATAVIA
MANILA	SOURABAYA
SAMARANG	BOMBAY
CALCUTTA	CANTON

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3 per cent. per annum.
For 6 months at the rate of 4 per cent. per annum.
For 12 months at the rate of 5 per cent. per annum.

KAN TONG FO,
Chief Manager.

Hongkong, March 8th, 1922. 78

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up)	Yen 100,000,000
Reserve Fund	Yen 85,000,000

HEAD OFFICE YOKOHAMA.
Branches and Agencies at

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Engtian	Nagoya	Shimonoseki
Makden	Newchwang	Sydney
Hamburg	Osaka	Tientsin
Hankow	New York	Tokyo
Honolulu	Peking	Tsinanfu
Harbin	Rio de Janeiro	Tsingtau
Ka Yuen	Saigon	Vladivostock

Interest allowed on Current Accounts.

Deposits received for fixed periods at per rates to be obtained on application.

T. HIRHIYAMA,
Manager.

11th September, 1922. [274

THE BANK OF TAIWAN. Limited.

(Taiwan Ginko).
Incorporated by Special Imperial Charter 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	" 52,500,000
Reserve Funds	" 12,130,000

HEAD OFFICE:—TAIPEH, FORMOSA

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Kerunko, Keshuzi, Makung, Nante, Pisan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tokyun, Heito.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
London County Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtau, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
Manager.

Hongkong Branch,
5, Des Voeux Road
Hongkong, 7th September, 1922.

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96, Boulevard Haussmann, Paris

Subscribed Capital...	Frs. 72,000,000.00
Paid-up Capital ...	Frs. 62,400,000.00
Reserves Funds ...	Frs. 69,547,203.54

BRANCHES

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Yunnanfu
Hanoi	Pondichery	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; Morgan, J. P. French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and a Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

V. MARSOT,
Acting Manager.

Hongkong, July 12th, 1921.

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